Friday, November 18, 1960
Kartika 27,1882(Saka)

# LOK SABHA DEBATES

**Second Series**

**Volume XLVII, 1960/1882 (*Saka*)**

[*November 14 to 25, 1960/Kartika 23 to Agrahayana 4, 1882* (Saka)]

**TWELFTH SESSION, 1960/1882 (*Saka*)**

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LOK SABHA SECRETARIAT
NEW DELHI

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N.B.—The sign + above a name of a member on questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

GMGIPND—LS II—1372 (Ai) LSD—3-12-60—901.

## LOK SABHA

*Friday, November 18, 1960/Kartika 27, 1882 (Saka)*

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*The Lok Sabha met at Eleven of the Clock.*

[MR. DEPUTY-SPEAKER *in the Chair*]

## ORAL ANSWERS TO QUESTIONS

### Viscounts for I.A.C.

+

*210. **Shri Tangamani:**
**Shri S. M. Banerjee:**
**Shri Bahadur Singh:**
**Shri Inder J. Malhotra:**
**Shri Ram Krishan Gupta:**
**Shri Morarka:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether I.A.C. Dakotas are likely to be replaced by Viscounts service on all the routes in India by the end of 1961;

(b) if so, number of Viscounts purchased;

(c) the countries from where purchased;

(d) the reasons for buying these Viscounts from those countries; and

(e) whether there were offers from other countries to sell Viscounts?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) No, Sir.

(b) The Indian Airlines Corporation propose to purchase 4 second-hand Viscounts to meet the increasing traffic on the trunk and some other important routes and to replace the Skymaster aircraft.

(c) and (d). Proposals for sale of second-hand Viscounts have been received from U.S.A. and U.K. The offers are under consideration.

(e) Offers to sell second-hand Viscounts have been received from a number of parties.

**Shri Tangamani:** May I know whether this purchase of Viscounts is by way of exchange of these Skymasters and, if that is so, whether we are not incurring a loss in view of the accommodation available in the Viscount as compared to the Skymaster?

**Shri Mohiuddin:** The proposal is under consideration that as a part price for the Viscounts, our old aircraft like Vikings, Herons, Skymasters and so on may also be given. That is also a proposal under consideration. As regards the capacity which the hon. Member referred to, the purchase of four Viscounts will make up for our deficiency which we feel at the present moment.

**Shri Tangamani:** May I know the purchase prices of these four Viscounts and how they compare with the purchase price of Viscounts if they were new ones?

**Shri Mohiuddin:** The proposal is under consideration, and negotiations are going on. It will not be desirable to give that information at the present moment.

**Shri Tangamani:** What I want to know is this. The hon. the Deputy Minister stated that four Viscounts have been purchased....

**The Minister of Transport and Communications (Dr. P. Subbarayan):** No, no. Under consideration.

**Shri Tangamani:** If they are going to purchase these old ones, what will be the price compared to the new ones?

**Shri Mohiuddin:** The price is under negotiation and under consideration, and I am sure we will have very favourable terms.

**Shri S. M. Banerjee:** Which are the other countries? It is said that proposals have been received from U.S.A. and U.K. May I know whether the other countries also were approached in this connection and whether they have also offered to sell second-hand Viscounts?

**Shri Mohiuddin:** It is not a question of approaching any other countries. It is a question of offers. Everyone knew that we wanted them, and we have received offers from so many parties.

**Shri Vidya Charan Shukla:** The hon. the Deputy Minister said that these Viscounts are being purchased mainly to replace the Skymasters. May I know what effect the purchase of these Viscounts will have....

**Mr. Deputy-Speaker:** He has said that these are being purchased to replace the Skymasters.

**Shri Vidya Charan Shukla:** May I know what effect this purchase of Viscounts will have on the night air mail service in which Skymasters are mainly used?

**Dr. P. Subbarayan:** I know the hon. gentleman is concerned with the night air mail service very much, because there has been a rumour that this night air mail service will pass Nagpur. I can assure him....

**The Minister of Railways (Shri Jagjivan Ram):** He is not so much interested in Nagpur now.

**Mr. Deputy-Speaker:** Whether this night air mail service would be affected in any way or not——that is the point.

**Dr. P. Subbarayan:** That is under consideration, and I will see that Nagpur is also serviced with aircraft, so that passengers would not be put to any trouble.

**Shri Morarka:** The hon. the Deputy Minister said just now that the Viscounts which are proposed to be purchased are second-hand. May I know whether precautions are taken not to purchase those second-hand Viscounts which were discarded due to some technical and mechanical defects such as metal fatigue and other things; and, if so, what steps Government is taking to have these planes properly certified by competent authorities?

**Dr. P. Subbarayan:** The hon. Member knows as well as I do that we will not go and purchase something which will be scrap. We will naturally take into consideration the usefulness of the aircraft, its serviceability, etc., before we decide to purchase any.

**Shri N. R. Muniswamy:** The hon. the Deputy Minister stated that there is an offer of purchase of the second-hand Dakotas from our country....

**Mr. Deputy-Speaker:** What he has stated he knows best. What the hon. Member wants he might ask.

**Shri N. R. Muniswamy:** I wanted to know what was the price offered by other countries.

**Shri Mohiuddin:** I have already stated about price, that it is under negotiation and cannot be stated at this moment.

**Shri Hem Barua:** May I know whether it is a fact that there has been of late a proposal for sale to this country of a fleet of aircraft by Soviet Russia; if so, whether there have been any negotiations on this line, and if the negotiations are effected, to what purpose these new aircraft are proposed to be utilised?

**Mr. Deputy-Speaker:** Is that with the intention of replacing Dakotas? The question here is whether Dakotas are to be replaced by Viscounts.

**Shri Ham Barua:** I am coming to that. The thing is this. The hon. the

Deputy Minister said that certain countries have made offers of sale of Viscount aircraft to this country.

**Mr. Deputy-Speaker:** If Viscount offers have been received in order that we might replace Dakotas—that is the question.

**Shri Hem Barua:** May I know whether there is a proposal from Soviet Russia for the sale of a fleet of aircraft and, if the aircraft are not Viscounts, then....

**Mr. Deputy-Speaker:** No, no. Dr. Vijaya Ananda.

**Dr. Vijaya Ananda:** Is there any proposal to re-introduce the night air mail service to Vijayawada as it is an important runway?

**Mr. Deputy-Speaker:** That would not be relevant under this question.

### Plastic Bags

*211. **Shrimati Ila Palchoudhuri:** Will the Minister of **Health** be pleased to state:

(a) whether the attention of the Government of India has been drawn to the dangers of re-use of cast-off transparent plastic bags picked up by adults and|or used as play-things by children as recently published in the 'Indian Express' of 13th September, 1960 under 'Letters to the Editor' by one Shri P. C. Nanavaty of Junagadh;

(b) whether any investigation has been made in the matter;

(c) if so, the result thereof; and

(d) the steps taken or proposed to be taken to warn the general public about the dangers of these bags particularly the children?

**The Minister of Health (Shri Karmarkar):** (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) Government are taking steps to warn the general public about the possible dangers of the plastic bags.

**Shrimati Ila Palchoudhuri:** May I know whether it is a fact that there has been investigation in the United States and it has been found to be very dangerous and they have given directives to these bag manufacturers to print some such warning on the manufactured bags; and, if so, whether the Indian Government will also do the same thing?

**Shri Karmarkar:** We are trying to find out what has happened in the United States. In the meantime, relying on the information available, we are issuing a general warning to all the States to see that the matter becomes known.

### Haldia Port

*212. **Shri Inderjit Gupta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether land occupied by 62 villages is being acquired for development of Haldia port; and

(b) whether there is any scheme for compensation and/or resettlement of the displaced inhabitants of the villages concerned?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** A statement is laid on the Table of the Lok Sabha.

STATEMENT

(a) and (b). The Haldia Project is still in the initial stages and several technical details will have to be settled before the scheme is finalised. When the scheme is ready for execution, some land will have to be acquired strictly limited to needs. A preliminary notification under Section 4 of the Land Acquisition Act, 1894, has, however, been issued by the West Bengal Government indicating that land in the Haldia area is likely to be required for the development of a subsidiary port. Such a notification is issued mainly as a precautionary measure with a view to avoid speculation in land values in the area. The area notified is approximately 17.62 square miles. The number of vil-

lages included within this area is 68 but all these villages may not be acquired. No land acquisition proceedings as such have been initiated.

2. Compensation for the land that may be acquired will be paid at the market rates to be determined by the Land Acquisition Collector in the acquisition proceedings. This question will arise only when land is actually acquired for the Haldia Project. The establishment of a new Port in the region may also be expected to open up new avenues of employment to the people of the area.

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**Shri Inderjit Gupta:** A sentence occurs in the statement to the effect that "the establishment of a new Port in the region may also be expected to open up new avenues of employment to the people of the area". Pending the establishment and completion of the new port, whenever this Haldia is worked as an anchorage, will the Ministry consider any scheme whereby the people from the surrounding villages which may be acquired in the future would be given preference in the matter of employment—in those occupations for which they are suitable, of course—in working this anchorage?

**Mr. Deputy-Speaker:** The question is too general, problematical and hypothetical.

**Shri Inderjit Gupta:** It has already been done last year, Sir.

**Mr. Deputy-Speaker:** Nothing has materialised so far. Anyway, can the hon. Minister answer it?

**Shri Raj Bahadur:** I may tell the hon. Member that there is rather a contradiction here in so far as the schemes for employment are concerned. Organised labour of the port demands that the Dock Labour Board scheme should be introduced for this anchorage right now—and that has also delayed the opening of the anchorage. On the other hand, there is a demand—legitimate, understandable—from the local people also. We are trying to provide opportunities for both, as far as possible.

**Shri Raghunath Singh:** The hon. the Railway Minister is also here. May I know whether the Haldia port will be joined by railway line in the near future?

**Mr. Deputy-Speaker:** It is for the development of the port, not for the linking of the railways!

**Shri Tridib Kumar Chaudhuri:** What is the exact system under which the labourers are now recruited at Haldia port; and may I know whether local people are given preference or the Dock Labour Board registration scheme is given preference?

**Mr. Deputy-Speaker:** Not so many questions combined in one.

**Shri Tridib Kumar Chaudhuri:** Or is it being worked by some contractors under a scheme of their own?

**Shri Raj Bahadur:** Last year the anchorage was worked with the assistance of a contractor who supplied the labour.

**Shri B. K. Gaikwad:** How many acres of land are being acquired for the development of Haldia port; and will Government make it compulsory while acquiring such lands that those affected land-owners and agricultural labourers should be given preference in the services there?

**Shri Raj Bahadur:** For the present the notice that has been issued under section 4 of the relevant Act has indicated an area of 17.62 square miles. But that is not the area that might ultimately be acquired. That will depend upon the technical advice of experts, and I believe we shall acquire only the minimum that is needed. So far as the question of employment is concerned, that goes without saying: it will open up employment opportunities to the people of the villages surrounding.

**Mr. Deputy-Speaker:** The hon. Member's concern seems to be whether those who are displaced would be given preference in employment.

**Shri Raj Bahadur:** That can be borne in mind; I cannot give any assurance about it.

**Shri Aurobindo Ghosal:** May I know if the displaced persons have been taken in the construction works of the port and if so, what is the percentage?

**Mr. Deputy-Speaker:** Nobody has been displaced so far.

**Shri Indrajit Gupta:** Can the Minister give the House any rough idea as to when they expect the scheme for the port to be finalised?

**Shri Raj Bahadur:** Certain technical investigations are proceeding in order to assess the draft capacity of the two passages and we have got an expert from the United Nations Technical Assistance Board for that and also another expert for hydraulic research. Both these experts are engaged on these investigations and when they submit their reports, we can finalise the project report in the light of the recommendations they make. Then alone can a firm time-limit be given.

**Shri Ram Krishan Gupta:** May I know whether any assessment has been made about the number of persons who will be displaced?

**Mr. Deputy-Speaker:** He has no idea. Next question.

**Export of Foodgrains from Orissa to West Bengal**

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*213. { **Shri Hem Barua:** / **Shri Chintamoni Panigrahi:** }

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any restrictions were imposed on export of foodgrains from Orissa to West Bengal after Orissa was affected by floods in the month of August this year;

(b) if not, what quantity of foodgrains has been exported so far from Orissa since 1st August, 1960; and

(c) the total quantity of foodgrains exported from Orissa to West Bengal so far since after the formation of the Eastern Food Zone?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) No, Sir.

(b) About 23 thousand tons of rice and 18 thousand tons of paddy moved from Orissa to West Bengal from 1st August till the end of October, 1960.

(c) About 161 thousand tons of rice and 249 thousand tons of paddy were exported from Orissa to West Bengal up to the end of October, 1960, since the formation of the Eastern Rice Zone.

**Shri Hem Barua:** May I know whether it is a fact that the Orissa Government approached the Central Government for releasing some quantity of food from the Central reserves because their paddy crops were damaged due to the floods and if so, what was the response of the Government to this request?

**Shri A. M. Thomas:** With regard to rice, the problem of the Orissa Government is to dispose of its own stocks. They, however, requested the Central Government to supply 2,000 tons of wheat besides the normal quantity of 2,600 tons of wheat.

**Shri Hem Barua:** May I know whether it is a fact that the West Bengal Government is not particular about exports from Orissa in view of the easier food situation there? Do the Government propose to release, in view of this, Orissa Government of the responsibility of exporting foodgrains to West Bengal under the east zone food scheme?

**Shri A. M. Thomas:** The complaint of the Orissa Government is that since production in West Bengal is quite satisfactory in the current year, the West Bengal traders are not lifting stocks from Orissa so that they want an outlet outside the zone. There is no question of disturbing the zone at present. The Orissa Government is not making any request for scrapping the zone.

**Shri Surendranath Dwivedy:** Has it come to the notice of the Minister that during the floods the people

demanded coarse rice which was not available from the stocks of the Government of Orissa as they had only fine and superfine rice and all coarse rice had been exported?

**Shri A. M. Thomas:** It is not correct. The Orissa Government has at present got stocks of about 21,000 tons of rice and about 8,000 tons of paddy. There might have been temporary difficulties due to floods but it is not correct to say that rice was not available.

**Shri Vidya Charan Shukla:** Is it not a fact that when this zone was formed, some unusual restrictions were put on the movement of foodgrains obtainable in the other food zones of the country? If so, what are those restrictions and what effect they had on the working of this zone?

**Shri A. M. Thomas:** Some restrictions were made. The Orissa Government was enabled to make a levy upto 20 per cent. That levy has now been stopped. No rice is being procured because it is not necessary. There had also been some restrictions put on the large-scale movement to West Bengal by regulating priorities for rail movements. But these had also been removed.

**Dr. Vijaya Ananda:** How much rice is being sent to Orissa from Andhra? Has it increased since the floods?

**Shri A. M. Thomas:** It cannot be exported to Orissa.

**Shri B. K. Gaikwad:** What is the approximate loss of foodgrains in Orissa due to the floods? Is there any scarcity felt in the export of foodgrains to West Bengal?

**Shri A. M. Thomas:** Final estimates have not yet been made. But it has been explained a few days back on the floor of this House that in spite of two successive floods, the overall production in Orissa would be more or less of the same order as in the previous years.

**Shri S. M. Banerjee:** It is clear that the food situation in Orissa and Bengal is good. May I know whether as a result of this satisfactory production, the prices in West Bengal and Orissa have come down?

**Shri A. M. Thomas:** Prices have come down considerably in West Bengal and even in Orissa it is less. The prices have come down by Rs. 2/ Rs. 5 per maund.

**Sethusamudram Project**

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*214. **Shri T. B. Vittal Rao:**
**Shri Raghunath Singh:**
**Shri B. Das Gupta:**

Will the Minister of **Transport and Communications** be pleased to state:

**(a) whether Captain J. R.** Davies, Deputy Principal Officer, Marine Survey Office, United Kingdom, who has been requested to advise the Government on the navigational requirements of the Sethusamudram project has since submitted his report;

(b) if so, what are the main features of the report; and

(c) if the reply to part (a) above be in the negative, when the report is likely to be received?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) to (c). A statement giving the required information is laid on the Table of the Lok Sabha. [*See* Appendix I, annexure No. 61].

**Shri T. B. Vittal Rao:** May I know whether the Government have examined the recommendations and have come to any decision with regard to this project in the Third Plan?

**Shri Raj Bahadur:** These recommendations are under examination and we have proposed for our intermediate port development scheme a provision of Rs. 40 lakhs, for survey etc.

**Shri T. B. Vittal Rao:** There have already been two surveys and two reports—Ramaswami Mudaliar Committee report and the present report.

What is the necessity for a survey again?

**Shri Raj Bahadur:** The provision is made for preliminaries for collection of technical and other data yet to be finalised. Even after these two reports, the project has got to be formulated.

**Shri Raghunath Singh:** May I know whether harbour engineers have been consulted as suggested in the report?

**Shri Raj Bahadur:** As the hon. Member knows there was a committee known as the Sethusamudram Project Committee which went into this question and it made certain recommendations involving a cost of Rs. 9 crores. The Government experts examined it and said that the cost would come to about Rs. 26—30 crores and we requested Captain J. R. Davies to go into the question with a view specifically to find how the costs could be reduced.

**Shri Tangamani:** As a result of the recommendations of Captain J. R. Davies, may I know if the cost of the channel portion has been reduced and if so, by how much?

**Shri Raj Bahadur:** I have indicated certain figures in the statement. In respect of South Approach (Outer Section) a decrease of 17·7 per cent is possible; in respect of South Approach (Inner Section), 22·2 per cent is possible and the Bay of Bengal Approach (Middle Channel Palk Strait), 26·3 per cent is possible.

**Shri C. R. Pattabhi Raman:** In view of the undue delay that has already taken place, will attempts be made to start the work early?

**Shri Raj Bahadur:** There has never been any difference of opinion that this project is useful in so far as it will cut down the distance of about 300 miles for the ships going from the west to the east. The question is how quickly we can finalise the technical details and work them out within the provisions made in the Plan.

**Shri B. Das Gupta:** In view of its national and international importance, what is the approximate time the Government would take to finalise this—including the time for surveying and re-surveying and so on?

**Shri Raj Bahadur:** As I said, we have made in consultation with the Planning Commission a provision of Rs. 40 lakhs for this project along with the others for certain preliminary work to be done. As soon as the project report is ready, we would try to find out whether we can find some additional financial allocations for the project or not.

**Shri Sampath:** In view of the fact that there is a suggestion for further reduction of the initial cost, may I know whether there is any likelihood of this project being included in the Third Plan?

**Shri Raj Bahadur:** I cannot say categorically that it can be included in the Third Plan. As I said, we have made some provision for preliminary work to be done in regard to this. To what extent it can be taken up is a matter which will depend upon the results of these findings themselves along with some technical advice which we are yet to get.

**Committee on Co-operative Credit**

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*215. **Shri Shree Narayan Das:**
**Shri Radha Raman:**
**Shri Ram Krishan Gupta:**
**Shri A. M. Tariq:**
**Shri Bhakt Darshan:**
**Dr. Ram Subhag Singh:**
**Shrimati Ila Palchoudhuri:**
**Shri Ajit Singh Sarhadi:**
**Shri Hem Barua:**
**Shri Agadi:**
**Shri Wodeyar:**
**Shri Tangamani:**

Will the Minister of **Community Development and Co-operation** be pleased to refer to the reply given to Starred Question No. 1075 on the 5th September, 1960 and state:

(a) whether the Government of India have finalised the consideration

of the report of the Committee on Co-operative Credit;

(b) if so, the nature of decisions taken;

(c) whether the various State Governments have sent their reactions to those recommendations which concern them; and

(d) if so, the nature of important reactions received?

**The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy):** (a) Yes, Sir.

(b) The important policy decisions taken by the Government of India and communicated to State Governments is laid on the Table. [*See* Appendix I, annexure No. 62].

(c) and (d). The State Governments expressed their reactions in the Conference of State Ministers for Co-operation held at Srinagar in June last and also in the meeting of the National Development Council held in September, 1960. They were in general agreement with the recommendations of the Committee. Their views have been taken into account in arriving at decisions communicated to State Governments.

**Shri Shree Narayan Das:** Some of the recommendations of this committee relate to the Reserve Bank of India. I would like to know whether the Reserve Bank of India has taken any decisions and whether the Government of India has accepted those decisions?

**Shri B. S. Murthy:** The decisions arrived at by the Government of India include also the views expressed by the Reserve Bank of India.

**Shri Shree Narayan Das:** From the statement it appears that agricultural credit societies will be given some grants from the Government. May I know how these grants will be shared between the Central Government and the State Governments?

**Shri B. S. Murthy:** Well, Sir, the details will be worked out later on.

**श्री भक्त दर्शन:** सहकारी ऋणों के बारे में एक बड़ी रुकावट यह रही है कि अलग-अलग राज्यों में अलग-अलग तरह के कानून और नियम हैं और इस समिति ने भी इस बारे में ध्यान आकर्षित किया है । मैं यह जानना चाहता हूं कि क्या राज्य सरकारें अपने काननों को संशोधित करके उनको आल इंडिया पैटर्न पर लाने की कोशिश कर रही हैं, ताकि ये दिक्कतें दूर हो जायें ।

**Shri B. S. Murthy:** The desire expressed is quite welcome, but this committee was not entrusted with the work expressed in the question..

**Shrimati Ila Palchoudhuri:** May I know whether landless tenants also will be provided credit according to the needs of their production and their capacity for repayment?

**Shri B. S. Murthy:** Of course, Sir.

**Dr. Ram Subhag Singh:** In the statement it is mentioned that the State will participate in purchasing the share capital of primary credit societies. May I know whether the Government have assessed the requirements of funds needed for meeting this obligation during the first three years after the launching of this programme?

**Shri B. S. Murthy:** Well, Sir, the committee has recommended and the Government have accepted that there should be State participation in the share capital. The share capital participation will be indirect and not direct and the question of the amount required will depend upon the number of new societies that are coming into existence on the pattern as has been envisaged by the committee and the Government.

**Shri Hem Barua:** May I know whether it is a fact that the functioning of these co-operative credit societies is mostly slow and sluggish and of little help to the farmers; if so, whether it is a fact that this committee

has suggested a thoroughly reorganised movement, and in case it has suggested like that may I know whether the Government find any wisdom in that suggestion?

**Mr. Deputy-Speaker:** Does the hon. Member expect that the Minister would accept the first portion of his question also?

**Shri Hem Barua:** Sir, they have . .

**Mr. Deputy-Speaker:** Why need we spend time in putting that portion which does not require any answer?

**Shri B. S. Murthy:** I do not accept the first part of the question. If till my hon. friend insists that the movement is slow and sluggish, I may say it is due to the lack of active co-operation from hon. friends like Shri Hem Barua. I request that they may activise the co-operative movement in India which is a poor man's friend.

**Mr. Deputy-Speaker:** Shri Tangamani.

**Shri Hem Barua:** Sir, let me answer it because there is a direct attack on a poor man, a quiet and docile man like me.

**Mr. Deputy-Speaker:** We will find some other time for that.

**Shri Hem Barua:** I may say, Sir, that no co-operation was ever asked for from me.

**Mr. Deputy-Speaker:** Order, order.

**Shri Tangamani:** When this V. L. Mehta Committee was in session, the Full Finance Scheme Committee was set up by the Madras Government. May we know whether the Government has got any report about that scheme which is functioning in one block in each district; and, if so, what is the Government's reaction to that?

**Shri B. S. Murthy:** As soon as we received the Mehta Committee Report somewhere about the end of May, 1960, we communicated the recommendations contained therein to the State Government of Madras and the State Government of Madras has also indicated its views. Therefore, the decisions that have been communicated now to all States form the consensus of opinion of all the State Governments.

**Shri Tangamani:** My question was . . .

**Mr. Deputy-Speaker:** Order, order. Let me call the next hon. Member. If there is time I will come back to him, but I cannot assure him that I will call him again.

**Shri Raghubir Sahai:** One of the recommendations of this committee appears to be that co-operative societies admit to their membership all classes of cultivators including marginal and sub-marginal cultivators, landless tenants etc., and provide them adequate credit on the basis of their production requirements and repaying capacity. I would like to know from the hon. Minister whether any action has been taken by any of the States with regard to this recommendation?

**Shri B. S. Murthy:** These recommendations were communicated to the State Governments only last month.

**Shri U. L. Patil:** Part B(iv) of the statement mentions about one-third of the members being nominated by the Central Bank. This appears to be on the high side. May I know the reasons for that?

**Mr. Deputy-Speaker:** The hon. Member has already got the information. He is now going into the reasons.

**Shri U. L. Patil:** I do not have the information. The statement mentions that.

**Mr. Deputy-Speaker:** That is the information supplied to the hon. Member. He has got the information from the statement. He is relying upon that information. He does not need any further information. He wants only to argue on that.

**Shri U. L. Patil:** It is not so.

**Mr. Deputy-Speaker:** Order, order. It is my misfortune that I think like that.

**Shri Yadav Narayan Jadhav:** On page 3 of the statement it is said that in the interest of agricultural production it is necessary that co-operative societies admit to their membership all classes of cultivators including marginal and sub-marginal cultivators, landless tenants etc. May I know whether it is a fact that State legislations on co-operation do not allow these things at present; if so, may I know whether any target date has been fixed to carry out this recommendation?

**Shri B. S. Murthy:** It is a new pattern that is going to come into existence. Cultivators whether marginal or sub-marginal, and even landless agricultural labour are to be admitted as members of a co-operative society and credit also is to be provided so that they would get adequate credit for their agricultural production.

**Shri Hem Barua:** May I know whether it is a fact that most of the recommendations of the committee are at variance with those of the National Development Council; if so, whether it is a fact that the Government are prepared to put in cold storage the recommendations of the committee and harp back to the recommendations of the National Development Council?

**Mr. Deputy-Speaker:** That is too wide a question to be answered during Question Hour.

**Shri Tangamani:** I would like to know whether Government have got reports about the working of the Full Finance Scheme in one block in each district in the Madras State, and whether they have received the report of the committee which is studying the working of the Full Finance Scheme?

**Mr. Deputy-Speaker:** It will be difficult to enter into the details about each individual State.

**टैलीप्रिंटर का कारखाना**

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*२१६. **श्री भक्त दर्शन :**
**श्री अ० मु० तारिक :**
**श्री रामकृष्ण गुप्त :**
**श्री वारियर :**
**श्री वासुदेवन नायर :**
**पंडित द्वा० ना० तिवारी :**
**श्री विश्वनाथ राय :**
**श्री प्र० के० देव :**
**श्री बि० दास गुप्त :**
**श्री अरविन्द घोषाल :**
**श्री रामी रेड्डी :**
**श्री वी० चं० शर्मा :**
**श्री तंगामणि :**

क्या **परिवहन तथा संचार** मंत्री ३१ अगस्त, १९६० के तारांकित प्रश्न संख्या ९१९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि टैलीप्रिंटर बनाने का कारखाना लगाने के बारे में, जिसका फैसला पहले किया जा चुका है, अब तक क्या प्रगति हुई है ?

**परिवहन तथा संचार मंत्रालय में राज्य मन्त्री (श्री राज बहादुर)** : भारत सरकार द्वारा भारत में टैलीप्रिंटर बनाने के लिये इटली के मेसर्स आई एन-जी० सी० ओलिवेट्टी तथा सी० एस० पी० ए०, के साथ किये गये जिस समझौते पर हस्ताक्षर हुए हैं, उसकी प्रतिलिपि सभा-पटल पर रख दी गई है ।

इस समझौते के अन्तर्गत टैलीप्रिंटर बनाने के लिये एक ऐसी कम्पनी स्थापित करने की कार्रवाई की जा रही है, जिस पर सरकार का पूरा-पूरा अधिकार हो । आशा है कि उक्त कम्पनी शीघ्र ही रजिस्टर्ड करा दी जाएगी ।

यह निश्चय किया गया है कि कारखाना गिण्डी, मद्रास में लगाया जायेगा ।

**Some Hon. Members:** In English also.

**The Minister of Transport and Communications (Dr. P. Subbarayan):** A copy of the agreement signed by the

Government of India with Messrs. ING. C. Olivetti and C. SpA of Italy for the manufacture of teleprinters in India, has been placed on the Table of the House.

Action is in progress for the setting up of a fully Government-owned company for undertaking the manufacture of teleprinters under this Agreement. It is expected that the company will be registered shortly.

It has been decided that the factory will be located at Guindy, Madras.

**Shri Bhakt Darshan:** May I know when this factory is expected to function actually?

**Dr. P. Subbarayan:** I cannot say the exact date. I hope it will function as quickly as possible. It may be in the course of six months.

**Shri Ansar Harvani:** May I know if this factory will produce only English teleprinters or Hindi teleprinters also?

**Dr. P. Subbarayan:** English teleprinters principally, and some Hindi teleprinters also.

**श्री अ० मु० तारिक :** क्या मैं जान सकता हूं कि इस फैक्ट्री के सामने और कौन-कौन से रफ्तुलखत टेलीप्रिंटर बनाने का प्रोग्राम है

**شری اے - ایم طارق - کیا میں جان سکتا ہوں کہ اس فیکٹری کے سامنے اور کون کون سے رسم الخط میں ٹیلیپرنٹر بنانے کا پروگرام ہے -]**

**Dr. P. Subbarayan:** At present the proposal is only for English teleprinters and some in Hindi.

**Shri Ram Krishan Gupta:** May I know what is the approximate capacity of this factory?

**Dr. P. Subbarayan:** We hope to go up to 3,000 in the in the first four years and 1300 every year thereafter.

**Shri Warior:** May I know the number of teleprinters that would be produced per annum and what will be the quantum of distribution of these machines? I want to know also whether the distribution will be through the news agencies or through the Government.

**Mr. Deputy-Speaker:** Let them first be produced, and then we will see about the distribution!

**Shri Warior:** The capacity for production may be stated.

**Mr. Deputy-Speaker:** He has already mentioned the capacity.

**Shri Aurobindo Ghosal:** May I know the amount of royalty which is paid to this company for the next ten years?

**Dr. P. Subbarayan:** I have not got the information here, but it will be found in the copy of the agreement which is placed on the Table of the House.

**Shri Tangamani:** May I know what is the investment by this company and what is the foreign exchange component?

**Dr. P. Subbarayan:** There is going to be no investment by the company at all. It will be entirely the Capital of the Government of India.

**Shri Tangamani:** What is the foreign exchange component?

**Dr. P. Subbarayan:** That will be found in the agreement which sets out in full what are the components and what are the things that they will give and under what conditions.

**Dr. Ram Subhag Singh:** Before this factory goes into production, may I know whether the Government will take suitable steps to supply Hindi teleprinters because the news agencies have approached the Government for the supply of Hindi teleprinters?

**Dr. P. Subbarayan:** I will take this matter into consideration.

**Shri Bhakt Darshan:** Now that a final decision has been taken about its location, may I know which other places were under consideration or examination?

**Dr. P. Subbarayan:** Hyderabad and Madras were under consideration; our expert who advised us—the experts from Italy—said that Madras would be suitable, and besides, the Madras

Government have given 35 acres free of cost.

**Shri B. Das Gupta:** In the agreement, the royalty has been fixed at Rs. 2·5 lakhs per annum. Is it not too high?

**Dr. P. Subbarayan:** I do not think that our experts who went through it thought it was high; they thought it was reasonable.

**Shri M. R. Krishna:** May I know whether the location at Hyderabad was changed because Madras had offered more land than Hyderabad? Was it the only condition or were there any other conditions? (*Interruption*).

**Mr. Deputy-Speaker:** He has already given an answer.

**Dr. P. Subbarayan:** Our technical advisers felt that Madras had a better site.

**Manufacture of Aeroplanes**

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*218. **Shri Ram Krishan Gupta:**
**Pandit D. N. Tiwari:**
**Shri Vidya Charan Shukla:**
**Shri Morarka:**
**Shri D. C. Sharma:**
**Shri Rami Reddy:**
**Shri Narayanankutty Menon:**

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 544 on the 19th August, 1960 and state:

(a) whether Government have since considered the scheme received from the Lockheed Aircraft Corporation for the manufacture of Aeroplanes to replace Dakotas; and

(b) if so, the decision taken thereon?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) and (b). The matter is still under consideration.

**Shri Ram Krishan Gupta:** What are the main features of the proposal received from this Corporation with special reference to assistance and help?

**Shri Mohiuddin:** The question of assistance and help is a subsequent matter. The help will be there; the proposal is for collaboration and technical help. As regards the features of the plane, it is specifically meant for replacement of the Dakotas.

**Shri S. M. Banerjee:** May I know whether it is a fact that the same Lockheed Aircraft Corporation wanted to manufacture aircraft for the Defence Ministry but their offer was rejected. What was the reason for the rejection by the Defence Ministry and acceptance by the Transport and Communications Ministry?

**Shri Mohiuddin:** As far as I remember, when the Defence Ministry agreed to manufacture the Avro, the Lockheeds' proposal was not there at all.

**Shri Vidya Charan Shukla:** May I know if any any special committee or cell has been created in the Ministry to consider the proposal of Lockheed Corporation and, if so, how many months have passed over the consideration of the matter?

**Shri Mohiuddin:** The experts of the department and of the IAC have been considering the proposal. As far as the time that has passed is concerned, hon. Members know that it is about a year or more than a year now.

**Shri Morarka:** Is it not a fact that the Director-General of Civil Aviation has expressed the opinion that for the three per cent. higher cost of flying, the Lockheed Aircraft flies 35 per cent. greater pay-load, 37 per cent. greater range and a larger cabin volume and 23 per cent. cheaper ton mile cost?

**Shri Mohiuddin:** I do not know how the hon. Member has got that information.

**Shri Morarka:** It was in the answers to previous questions on the subject.

**Shri Mohiuddin:** As I have already expressed before in regard to similar

questions, as far as passenger traffic is concerned, the Indian Airlines Corporation had preferred the design of the Lockheed.

**Diesel Locos**

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*219. { **Shri A. M. Tariq:**
**Shri Ram Krishan Gupta:**
**Shri Ajit Singh Sarhadi:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 394 on the 16th August, 1960 and state:

(a) whether the details of the agreement with a West German Firm of diesel locomotive manufacturers for world exploitation of a major Indian invention made by Shri M. M. Suri, Deputy Director (Diesels) of the Indian Railway Research, Design and Standard Organisation at Simla, have since been finalised; and

(b) if so, the terms of the agreement?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) No Sir.

(b) Does not arise.

**Shri Ram Krishan Gupta:** May I know whether any proposal has been received from Shri M. M. Suri, Deputy Director (Diesels) in this regard?

**Shri Shahnawaz Khan:** There is no question of any proposal being received by him. He conceived a special invention and the patent has been taken over by the President. We are now in the process of entering into an agreement with the German firm for developing and exploiting that invention.

**Shri Hem Barua:** In view of the fact that it was said that the negotiations with the German firm were not completed, may I know at what stage the negotiations are at the present time, whether there were other international firms or other firms abroad that were interested when the German firm said that they were interested in this project, and whether any remuneration or prize-money is going to be paid to Shri Suri for this invention?

**Shri Shahnawaz Khan:** As was explained on the floor of this House by the hon. Minister of Railways, this Suri invention has attracted the attention and interest of all the European countries who are interested in the manufacture of diesel locos. It is a first-rate invention and the German firm has shown the greatest amount of interest. It is a very well reputed and well-established firm in the manufacture of diesel locos and it is with that object in view that that firm has been selected. Regarding any award being paid to Shri Suri, the question is too premature. First, the invention has yet to be proved. It has got to be developed and exploited. Thereafter, this question will be considered.

**Shri Hem Barua:** What amount of interest has been shown by the European countries in this Suri invention? It is something like love at first sight and then abandoning the interest.

**Mr. Deputy-Speaker:** Order, order. Next question.

**Damage to Eastern Railway Suburban Track**

*220. **Shri Subiman Ghose:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 185 on the 5th August, 1960 regarding the damage caused to Eastern Railway Suburban track between Sheoraphali and Dearah Stations and state:

(a) whether the investigations, by West Bengal C.I.D. have since been completed;

(b) whether any miscreant has been arrested;

(c) if so, the result of the trial of such miscreant; and

(d) how much time was required for the new installation and at what cost?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) to (c). 8 persons have so far been arrested. As however, investigations by the West Bengal C.I.D. are still in progress, these persons have not yet been sent up for trial.

(d) The work of re-equipping one mile of the section with overhead equipment was completed in 11 days at an approximate cost of Rs. 1,18,000.

**Shri Subiman Ghose:** In view of the frequent occurrence of electric wire theft cases over Howrah division, may I know what substantial steps the administration has taken to prevent future recurrence of such cases?

**Shri S. V. Ramaswamy:** There is intensive armed patrolling. After incident of June, 1960, there has been no such theft.

**Shri Subiman Ghose:** May I know whether some RPF people are involved in this matter?

**Mr. Deputy-Speaker:** That can be seen after the investigation is completed.

**Shri Subiman Ghose:** 8 people have been arrested.

**Mr. Deputy-Speaker:** But they have not been sent up for trial.

**Shri Subiman Ghose:** I want to know whether any RPF people have been arrested.

**Shri S. V. Ramaswamy:** I would require notice.

**Shri Braj Raj Singh:** He does not know whether any RPF men have been arrested.

**Mr. Deputy-Speaker:** He has no information on that. What more does the hon. Member expect?

**Shri Braj Raj Singh:** We expected that the Minister would be having this information.

**Shri S. V. Ramaswamy:** 8 people have been arrested and the investigation is still proceeding. What is the final upshot, we will have to wait and see. (*Interruptions*).

**Mr. Deputy-Speaker:** He has not found out who those eight persons are, whether there are some RPF men involved or whether they are private persons. That has to be found out, who those people are. At present, the Minister is not in possession of that information.

**Shri B. K. Gaikwad:** The Minister has replied how much it will cost for new installation. I want to know the amount of damage caused to the Eastern Railway by this incident.

**Shri S. V. Ramaswamy:** I said it has cost us Rs. 1 18,000 to repair the damage.

**Shri B. K. Gaikwad:** That is for the new installation.

**Mr. Deputy-Speaker:** It includes the repairs. That is what the Minister says.

**Shri Braj Raj Singh:** I seek your guidance in this respect. This is treating the House with contempt. The Minister is not having this information whether any of their own people are involved in it or not.

**Mr. Deputy-Speaker:** When the Minister says he has not got it, I have got no power either to dismiss him arbitrarily or to compel him.

**Shri Braj Raj Singh:** I am not asking for his dismissal.

**Mr. Deputy-Speaker:** How can I force him to give any information? It is for the Government to see that they are prepared with that information. The hon. Member has expressed his opinion that that was a thing which could arise out of this and the hon. Minister should have possessed that information. That is all what the hon. Member wants to say.

**Shri Braj Raj Singh:** There are directions from the Chair previously that the Minister should be posted with up-to-date information.

**Shri S. V. Ramaswamy:** I submit the investigations is being done by the State police. If the hon. Member wants this information particularly, he might renew the question sometime later.

**Mr. Deputy-Speaker:** His only objective was that the railway ought to be aware whether their own RPF people are involved in this or not. Because the Railway Minister is answering, his first concern ought to have been whether the railwaymen themselves are involved or not. That is what the hon. Members feel concerned about.

**The Minister of Railways (Shri Jagjivan Ram):** I agree, but there is no question of treating hon. Members with lack of courtesy or contempt. I admit information should have been collected, whether among the 8 persons there are railway employees also.

**Mr. Deputy-Speaker:** That should be the first concern of the railways.

**Shri Jagjivan Ram:** It should have been collected, but as that information is not available in the information supplied to us, we say we will collect it.

**Pooling of Air Services**

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*221. { **Shri Shree Narayan Das:**
**Shri Radha Raman:**

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 1054 on the 5th September, 1960 and state:

(a) whether agreement concluded some months ago between Air India International on one side and BOAC and Qantas Empire Airways on the other for pooling of their services is working well;

(b) if so, what is the present position of traffic and income of Air India International and how does it compare with corresponding months of last year;

(c) what are the principal features of the agreement; and

(d) whether similar agreements are envisaged with other air-lines who are operating in Indian territory?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) to (d). A statement giving the requisite information is laid on the Table of the Lok Sabha.

STATEMENT

(a) Yes Sir.

(b) It is too early to give a precise estimate of the financial results of the operation of the Pool, since the finalisation of Pool Accounts involves elaborate calculations for each partner airline. It is, however, anticipated that the revenue position of Air India International for the current financial year will prove to be satisfactory.

(c) According to the Pool Agreement, Air India International British Overseas Airways Corporation Qantas Empire Airways will pool their revenues on parallel routes operated by them and share them on an agreed basis.

(d) Air India International has also somewhat similar Pool arrangements with Aeroplot and Czechoslovak Airlines. There is no proposal at present to enter into such agreements with other foreign airlines operating to India.

**Shri Radha Raman:** What are the specific advantages which the Government get in agreeing to such a pool with the companies mentioned in the Statement?

**Shri Mohiuddin:** In the first instance the advantage that we expect is that the co-operation between these three airlines will provide better service to the passengers. Also, this co-operation is expected to result in better financial revenues.

**Shri Radha Raman:** Apart from the revenue position, which is not yet available, may I know whether there has been any increase in traffic as a

result of the pooling of these three services?

**Shri Mohiuddin:** I think there has been an increase of traffic, but it is rather difficult to differentiate between increase on account of pooling or other reasons.

**Shri Shree Narayan Das:** May I know whether there are proposals pending further consideration for entering into pooling agreement with other foreign Airlines?

**Shri Mohiuddin:** I have already stated that at the present moment no fresh proposal is under consideration.

**Shri D. C. Sharma:** May I know if this pool has resulted in the reduction or in the enhancement of air fares?

**Shri Mohiuddin:** The air fare is not a matter of decision by individual airlines or a combination of individual airlines. According to the general rules of IATA of which AII is a member.....

**Mr. Deputy-Speaker:** Then it has not resulted in any increase.

**Shri Mohiuddin:** The question does not arise out of this

**Mr. Deputy-Speaker:** Exactly.

**Shri Heda:** The agreement may be all right so far as the present services are concerned. But what about the expansion? I learn that AII are thinking of expanding their service. May I know whether this agreement will be helpful or will be a hindrance to that?

**Shri Mohiuddin:** When the expansion takes place, of course, that question will be separately considered.

**Shri Tyagi:** May I know the effect of this pooling? Will the profits be distributed according to the proportion of various services which are pooling themselves together or will it continue to depend on the number of passengers carried by them?

**Shri Mohiuddin:** There are certain principles agreed to between the airlines and it is on the basis of those principles, which include the provision of capacity by each airline, that the distribution of the revenues will take place.

**Shri Tyagi:** I want to have a clear idea as to on what basis the pooling has been effected and how the profits will be distributed.

**Mr. Deputy-Speaker:** Is there a written agreement about the pooling?

**Shri Mohiuddin:** Yes; there is, but it is an agreement between three commercial corporations.

**Mr. Deputy-Speaker:** A copy of it may be placed on the Table.

**Shri Mohiuddin:** I think it is not the usual practice.

**Mr. Deputy-Speaker:** Then this information required by the hon. Member may be conveyed to him.

**Shri Mohiuddin:** I have already stated there are certain principles. For example, the principle laid down is that the three airlines will sit down together and come to an agreement regarding the capacity to be provided by each airline for particular routes. When that agreement has been made, the capacity that is provided is the basis for the distribution of the revenues. That is the broad principle on which we are working.

**Mr. Deputy-Speaker:** So, that agreement has not yet been made?

**Shri Mohiuddin:** The agreement has been signed.

**Mr. Deputy-Speaker:** Then something must have been settled if the agreement has been signed.

**Shri Tyagi:** In allotting the proportions to various lines was the fact of their full capacity in the past taken into consideration? Did they take into account the fact that while our planes are mostly going full the planes of other lines are not so full?

**Shri Mohiuddin:** Yes, sir. The previous traffic carried, the capacity

provided, all those factors have been taken into consideration.

**Mr. Deputy-Speaker:** I do not think there would be any objection in placing before the House the relevant portions of the agreement about the principles that have been settled for distributing the incomes that have been derived. Is there any objection to that also? The whole agreement might not be placed here but the relevant portions that only concern about the distribution of incomes can be placed here.

**The Minister of Transport and Communications (Dr. P. Subbarayan):** I would like to point out for your consideration that this agreement was entered into by three autonomous corporations. Ours, no doubt, is under Government control but still we will have to consult the other partners before that is placed on the table of the House because the information given here will go all round the world and the two other partners may not like anybody to know what is the amount of pool that has been decided upon.

**Mr. Deputy-Speaker:** If this Parliament has got control over its own corporation, then certainly it is entitled to know how that agreement affects the income of our own company.

**Shri Tyagi:** No project in the public sector is autonomous of this Parliament. They are all subordinate to Parliament.

**Mr. Deputy-Speaker:** It need not be discussed now. I will look into it and I will discuss it with the Minister to find out what can be done. But I am sure this information must be supplied to the hon. Member.

**Shrimati Renu Chakravartty:** It is mentioned in the statement that Air India International has somewhat similar pool arrangements with Aeroflot and Czechoslovak Airlines. On the basis of the agreements, may I know what exactly is the percentage for Aero-flot and Czechoslovak Airlines and BOAC and Qantas?



**Shri Mohiuddin:** I have not got the figures of total revenues and total distribution. Under the agreement, broadly speaking, the total revenues of particular services will be shared according to the number of services run by each line.

**Shri Vidya Charan Shukla:** The statement says:

> "It is, however, anticipated that the revenue position of Air India International for the current financial year will prove to be satisfactory."

May I know whether that position would be better than the revenue position before the agreement was entered into?

**Shri Mohiuddin:** That is exactly what is meant by that statement.

**Shri Kalika Singh:** May I know whether the proposal was initiated by Air India International or by the BOAC?

**Shri Mohiuddin:** I think it was a mutual proposal.

**Shri Kalika Singh:** But one side must have initiated it. Was it the BOAC or the Air India International?

**Shri Mohiuddin:** I may inform the House that these proposals are initiated by negotiations at dinner parties and tea parties.

**Shrimati Renu Chakravartty:** My question, which was specific, has not been answered. If Aeroflot and Czechoslovak Airlines divide on the basis of 50 : 50, what is the percentage of division between AII, BOAC and Qantas? Is it 40, 30 or 20 per cent?

**Mr. Deputy-Speaker:** If the question is repeated, then the answer will also be repeated.

**Shrimati Renu Chakravartty:** But he did not reply to my question.

**Mr. Deputy-Speaker:** Then he will not reply even now.

A representation was made to the hon. Speaker that S.Q. Nos. 241 and 244 be taken together during the last five minutes and the Speaker has given his decision on that. Therefore, I am passing on to S.Q. Nos. 241 and 244.

**Some hon. Members** *rose*—

**Mr. Deputy-Speaker:** Hon. Members will appreciate that I cannot pass over the orders of the Speaker. He might do it himself, but I cannot do it. Now, both those questions can be answered together.

**General Strike on Railways**

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*241. { **Shri Tangamani:**
{ **Shri S. M. Banerjee:**

Will the Minister of **Railways** be pleased to state:

(a) whether Government have condoned the break in service of those railway employees who participated in strike;

(b) if so, whether this has been done in all cases; and

(c) the total number of employees whose break has been condoned?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) Yes, Sir.

(b) Yes, Sir.

(c) About 2·3 lakhs.

**General Strike on Railways.**

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*244. { **Shri T. B. Vittal Rao:**
{ **Shri Rajendra Singh:**

Will the Minister of **Railways** be pleased to state:

(a) the total number of employees on the Railways under suspension for participating in the General Strike during July, 1960 as on 31st October, 1960; and

(b) the number of employees whose services were terminated for the same reason?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) and (b). No one was suspended or removed from service for mere participation in the strike. The number of employees under suspension on 31-10-1960 in connection with the strike was 1,525 and services of 348 employees stood terminated on that date.

**Shri Tangamani:** May I know whether it is a fact that there are nearly 30 employees of the Integral Coach Factory still on suspension, some of them have not been served with charge-sheets and those who have been served with charge-sheets are served only for participation in the strike?

**Shri S. V. Ramaswamy:** I would require notice about the exact number.

**Shri S. M. Banerjee:** The hon. Deputy Minister has stated that orders have been issued to condone the break in service. May I know whether it has been brought to the notice of the hon. Minister that the General Managers of many railways have not implemented these orders with the result that the services of many employees have a break? I want to know whether instructions have been issued to the General Managers to regularise their services.

**The Minister of Railways (Shri Jagjivan Ram):** The hon. Member should have asked for the date on which this order was issued before blaming the General Managers for non-implementation of these orders. These orders have been issued only a few days ago and immediate effect will be given to them.

**Shri T. B. Vittal Rao:** There are some railway employees who have retired from service on reaching their age of superannuation before these condonation orders were issued. May I know whether their cases will be reviewed?

**Shri Jagjivan Ram:** Well, if they represent their cases to the proper authorities due consideration will be given.

**Shrimati Renu Chakravartty:** A large number of temporary linesmen have been working for many years in the Kharagpur area and they have now been demoted. May I know whether they will be taken in the same posts?

**Shri Jagjivan Ram:** Temporary employees have naturally to be treated differently from the permanent staff. If there is any hardship and if they represent their cases to the proper authorities, they will be duly considered.

**Shri Prabhat Kar:** Out of 348 persons, whose services stand terminated, as stated by the hon. Minister, how many were prosecuted for any other guilt? Were their services terminated by the authorities by merely serving charge-sheets?

**Shri Jagjivan Ram:** No person can be dismissed or removed from service on the basis of a charge-sheet issued to him; the regular procedure has to be followed.

**Shri Nath Pai:** We had an assurance on the floor of this House by the Prime Minister and the Home Minister that, except in cases where the employees are guilty of violence, no action will be taken leading to their dismissal. May we know, therefore, from the hon. Railway Minister how many people were found guilty of violence and sabotage among these 348 employees, whose services have now been terminated?

**Shri Jagjivan Ram:** I will correct the hon. Member. That number included sabotage, violence and gross mis-conduct.

**Shri Naushir Bharucha:** Is it a fact that the services of people who have been convicted only for participation in the strike have also been terminated and their application for reinstatement have been rejected?

**Shri Jagjivan Ram:** In the first instance, nobody will be punished simply for participation in the strike.

**Shri Naushir Bharucha:** Even if convicted?

**Shri Jagjivan Ram:** Even if there are cases like that, nobody will be removed from service simply for participation in the strike.

**Shri T. B. Vittal Rao:** The hon. Minister says that the services of nobody have been terminated for mere participation in the strike. The railway administration themselves have stated that there are cases where some such employees have been punished.

**Mr. Deputy-Speaker:** That is a question which can be argued with the hon. Minister. . . .

**Shri T. B. Vittal Rao:** Some innocent people have been dismissed, that is what they themselves say. Will the hon. Minister look into those cases?

**Shri Jagjivan Ram:** As a matter of fact, all these cases have been reviewed. The cases of employees who have been dismissed, and the cases of employees in whose case subsequent to their punishment by a court of law departmental action has been taken have been reviewed, and after review this is the figure as on 31st October 1960.

**Shri Tyagi:** Are the Government in a position to assure this House. . . .

**Mr. Deputy-Speaker:** No assurance can be given now. It might have been given on a different occasion, but now only information can be elicited. It can be said whether Government stands by that assurance or not. That is all.

**Shri Tyagi:** I want to know the policy. Is it the policy of the Government to see that whatever announcements they make on such occasions, they stick to them and do not make any announcements just to bully the agitation or the agitators?

**Mr. Deputy-Speaker:** That is not a question to be answered.

**Shri Tyagi:** I want to know whether any statements made in this regard are adhered to. Is that the policy?

**Mr. Deputy-Speaker:** The Question Hour is over.

**Shri Nath Pai:** Mr. Deputy-Speaker. . . .

**Mr. Deputy-Speaker:** I cannot go beyond that.

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## WRITTEN ANSWERS TO QUESTIONS

### P.& T. Uniforms Committee

*217. **Shri D. C. Sharma:**
**Shri Rameshwar Tantia:**
**Shri Ajit Singh Sarhadi:**

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 198 on the 5th August, 1960 and state the progress made so far in the consideration of the recommendations made by the Uniforms Committee of the Directorate of Posts and Telegraphs regarding the stoppage of the use of Khadi for the uniforms of certain classes of Posts and Telegraphs employees?

**The Minister of Transport and Communications (Dr. P. Subbarayan):** It has since been decided to continue the use of khadi for the uniforms of the staff of the Posts & Telegraphs Department.

### Intermediate Ports Development Committee

*222. **Shri R. C. Majhi:**
**Shri Subodh Hansda:**
**Shri T. B. Vittal Rao:**
**Shri Ram Krishan Gupta:**
**Shri Yadav Narayan Jadhav:**
**Shri Surendranath Dwivedy:**
**Shri Goray:**
**Shri Assar:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether decisions have since been taken on the recommendations of the Intermediate Ports Development Committee; and

(b) if so, whether the plans for development of these ports, especially Pradip, have been made?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) and (b). A statement containing the required information is laid on the Table of the House. [*See* Appendix I, annexure No 63].

### Inspection of Coal Fields

*223. **Shri Vidya Charan Shukla:**
**Pandit D. N. Tiwari:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 959 on the 31st August, 1960 and state:

(a) whether the question of extending Railway inspection to other coal fields has been finalised;

(b) if so; the steps taken or proposed to be taken in connection with this matter; and

(c) the progress made so far?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) Yes. Sir.

(b) and (c). The matter is being pursued with the collieries in the private sector and steps are being taken to finalise the contract agreement and other details as early as possible.

### Fare on Fatehpur-Churu Line

*224. **Shri Morarka:** Will the Minister of **Railways** be pleased to state:

(a) whether Government have received various representations for doing away with the inflated fare in the Fatehpur-Churu railway line;

(b) if so, whether Government have reviewed the matter; and

(c) what is the decision taken in the matter?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) Yes Sir.

(b) Yes Sir.

(c) The financial results of working of the line have shown that even with the present inflation of 100 per cent. in the distance for charge, the line is not remunerative. It has, therefore, been decided to continue the inflation in the chargeable distance over the Fatehpur-Churu line.

**Purchase of Rice from Thailand**

*225. **Shri Hem Barua;**
**Shri Rameshwar Tantia:**
**Shri Tangamani:**

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 1049 on the 5th September, 1960 and state the outcome of the negotiations which were going on with the Government of Thailand for the purchase of Thai rice?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** The negotiations have not yet been concluded.

**International Air Transport Association**

*226. **Shri Sadhan Gupta:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether an International Air Transport Association on passenger fares met at Cannes in France;

(b) if so, the decision taken by the conference;

(c) whether any proposal for reduction of air fares was considered by the conference;

(d) if so, what was India's stand on such proposal; and

(e) which countries supported India's stand?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) to (e). A statement giving the requisite information is laid on the Table of the Sabha.

STATEMENT

(a) The Traffic Conference of the International Air Transport Association met at Cannes in September/October, 1960, to review the fares and freight rates adopted by Airline-members of the Association.

(b) The Conference decided to retain the world-wide fare structure agreed upon at the Traffic Conference held at Paris in February-March, 1960, with the exception of a few changes in the North Pacific/Atlantic fares on certain sectors.

(c) The Conference considered proposals for the reduction of North Atlantic/Pacific fares on certain sectors.

(d) & (e). The International Air Transport Association is an unofficial body of world airlines and the Government of India or for that matter any other Government are not directly concerned with it. The Air India International had proposed reductions in the North Atlantic fares on certain sectors. This could find only limited support.

**South African Horse Disease**

*227. **Shri P. K. Deo:**
**Shri Indrajit Gupta:**
**Shrimati Renu Chakravartty:**
**Shrimati Ila Palchoudhuri:**
**Shri Hem Barua:**
**Shri Ram Krishan Gupta:**
**Shri Agadi:**
**Shri Sugandhi:**
**Shri Goray:**

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 436 on the 16th August, 1960 and state:

(a) how the South African Horse Disease found its way into India; and

(b) the number of casualties so far, State-wise?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) Horse sickness was reported from Pakistan

in November, 1959 and in April, 1960 from the bordering State of Rajasthan. In all probability, therefore, this disease came to India through Pakistan.

(b) A statement is laid on the Table of the Lok Sabha.

STATEMENT

| Sl. No. | Name of the State | Animals died |
|---|---|---|
| 1. | Andhra Pradesh | 572 |
| 2. | Bihar | 170 |
| 3. | Maharashtra | 8861 |
| 4. | Madhya Pradesh | 4567 |
| 5. | Mysore | 549 |
| 6. | Punjab | 2 |
| 7. | Rajasthan | 332 |
| 8. | Uttar Pradesh | 299 |
| 9. | Jammu & Kashmir | 411 |
| 10. | Gujerat | 86 |
| | TOTAL | 15,849 |

**Destruction of Fish in Delhi**

*228. **Shri B. C. Mullick:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a large number of fish is being destroyed in Delhi State and a large scale of mortality is due to dynamiting of the river upstream;

(b) if so, the actual quantity of fish being destroyed in this manner every year;

(c) whether it is also a fact that sewage effluents is one of the main reasons for this high mortality in fish in Delhi State; and

(d) the steps taken by Government to check the mortality?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) to (c). There is no mortality of fish due to dynamiting of the river upstream, but sewage effluents are responsible for large scale mortality of fish near the Okhla weir in Delhi State. The exact quantity of fish thus destroyed is not known.

(d) The Delhi Municipal Corporation has been requested to expedite the construction of sewers and purification plants. When these are constructed the sewage water will be discharged into the canal after purification. The Corporation expects to complete the construction of these works by June, 1961. Meanwhile, pumps have been installed at Kilokari and this has reduced the discharge of sewage at Okhla to a great extent.

**Adulteration of Ghee**

*229. **Shri Kalika Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the manufactures of Vanaspati oils incorporate 5 per cent quantity of sesame oil to prevent adulteration of ghee by Vanaspati;

(b) whether the Central Government are considering other measures also to prevent adulteration of ghee with Vanaspati;

(c) if so, what progress has been made in this regard;

(d) whether the manufacturers are opposed to colouring of Vanaspati even through harmless colouring agents; and

(e) if so, the reasons therefor?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) Yes, Sir.

(b) Efforts are being made to find out a suitable visible colour for colourising Vanaspati.

(c) A Committee of Experts was appointed in June 1960 for intensifying researches and the work is in progress.

(d) and (e). Yes, Sir. They have put forward the following reasons:—

(i) Addition of foreign colours to foodstuffs is contrary to scientific opinion.

(ii) Even as it is, Vanaspati contains a latent colour in the form of added sesame oil.

(iii) Colouration of Vanaspati will make the product as well as dishes prepared therewith unacceptable to the consumer.

(iv) Other countries have tackled this problem by effective enforcement of the Pure Food Laws and development of packaged food industries.

### वन गवेषणा संस्था, देहरादून

*२३०. **डा० राम सुभग सिंह :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार देहरादून की वन गवेषणा संस्था के वर्तमान स्वरूप को ऊंचा उठा कर उसे विश्वविद्यालय बनाने का विचार कर रही है; और

(ख) यदि हां, तो इस संस्था को कब तक विश्वविद्यालय बना दिया जायेगा ?

**कृषि मन्त्री (डा० पं० शा० देशमुख) :** (क) जी हां ।

(ख) इस मामले में अभी तक कोई निर्णय नहीं किया गया है ।

### Mangalore Port

*231. **Shri Aurobindo Ghosal:**
**Shri B. Das Gupta:**
**Shri Vidya Charan Shukla:**
**Shri Achar:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any foreign private firm has expressed its desire to help India in the development of Mangalore Port; and

(b) if so, what steps have been taken in the matter?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No.

(b) Does not arise.

### Allocations for Nagarjunasagar Project

*232. **Shri Rami Reddy:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Andhra Pradesh Government has requested the Centre to increase the allocations for Nagarjunasagar Project by two crores for 1960-61; and

(b) if so, the action taken thereon?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) and (b). A statement is laid on the Table of the House.

STATEMENT

The Andhra Pradesh Government made a request in March, 1960 that the Central assistance to the Nagarjunasagar Project for the year 1960-61 be enhanced by Rs. 3·5 crores. The Government of India expressed their inability to increase the quantum of Central assistance, in October, 1960, the State Government requested the Central Government to enhance the Central assistance by at least Rs. 1 crore. The State Government have been told that no increase in the quantum of Central assistance for the State as a whole would be possible and that in case, the State Government desire additional Central assistance for this Project by diversion from the savings in the Central assistance for other schemes of the State, they may send proposals on the basis of the procedure laid down in this regard.

### Barasat-Basirhat Line

*233. **Shrimati Renu Chakravartty:**
**Shri Indrajit Gupta:**

Will the Minister of **Railways** be pleased to state:

(a) whether the Barasat-Basirhat broadgauge railway will be completed within this working season; and

(b) when it will be made open to traffic?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) The line is expected to be completed by September, October, 1961.

(b) By the end of 1961.

**Common Salt**

*234. **Shri Yadav Narayan Jadhav:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that common salt which is sold in the market is mixed with white chalk;

(b) if so, what is the percentage of white chalk in the common salt;

(c) how many such cases have been reported by the Police in the State of Delhi under the Union jurisdiction; and

(d) what action has been taken against such traders under the Food Adulteration Act?

**The Minister of Health (Shri Karmarkar):** (a) None of the samples analysed by the local bodies in Delhi in accordance with the provisions of the Prevention of Food Adulteration Act, 1954 has shown any such adulteration.

(b) Does not arise.

(c) Nil.

(d) Does not arise.

**Calcutta-Durgapur Expressway**

*235. **Shri H. N. Mukerjee:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the West Bengal Government has submitted for consideration any specific scheme for the construction of the proposed Calcutta-Durgapur express way; and

(b) whether the Central Government will itself take the initiative in the matter.

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) and (b). A statement is laid on the Table of the Lok Sabha.

STATEMENT

In March, 1959, the Government of West Bengal submitted a proposal for the construction of an Expressway from Calcutta to Durgapur. The Government of India examined the proposal and advised the State Government that, as a first step, a proper origin and destination survey of traffic in the area should be carried out and the data so collected furnished to the Government of India to enable them to assess the essentiality and economic soundness of the project. Further, the State Government were advised that attention may, in the first instance, be concentrated on the development of the Calcutta-Palsit (near Burdwan) section of the expressway where the existing road is comparatively more congested.

2. The State Government have since furnished the required traffic data and the matter is now being examined further.

**Damage to Nangal Tunnel**

*236. **Shri Assar:**
**Shri Rami Reddy:**
**Shri Ram Krishan Gupta:**
**Shrimati Ila Palchoudhuri:**
**Shri Prakash Vir Shastri:**
**Shri Raghunath Singh:**
**Shri Mohan Swarup:**
**Dr. Ram Subhag Singh:**
**Shri Madhusudan Rao:**
**Shri Hem Raj:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that serious damage was caused to the roof of the upper tunnel bay No. 1 of the Nangal Dam headworks on 12th October, 1960 resulting in heavy rush of water; and

(b) if so, the details thereof?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) Yes, Sir. Only the roof slab of one of the tunnels of the silt excluder cracked, as a result of which three girders of the gate of Bay No. 1 were washed

away. This interfered with the lowering of the gate. The damage has since been repaired and working conditions restored on 18th October, 1960.

(b) A statement giving the information is laid on the Table of the House. [*See* Appendix I, annexure No. 64.]

**Kutcha Well at Sultanpur, Delhi**

*237. **Shri N. R. Muniswamy:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the result of the experiment conducted in the construction of large kutcha well at Sultanpur near Delhi; and

(b) whether it is proposed to extend the experiment to other areas also?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) The excavation work on the experimental large size kutcha well at Sultanpur near Delhi has been completed just before the monsoon season this year. A Pump house at the well is yet to be completed. The Government of India have set up an Expert Committee to assess the economic feasibility and utility of this well.

(b) The question of extending the experiment to other areas will be considered in the light of the recommendations of the Expert Committee.

**Village Road Development Co-operative Scheme**

*238. **Shri Vishwanath Reddy:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that under the Village Road Development Co-operative Scheme priorities for the construction of the village roads is fixed by the Centre;

(b) whether prior sanction of the Centre has to be obtained in case priorities have to be changed because of local conditions; and

(c) whether this procedure causes avoidable delay in the construction of roads by local authorities?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No, Sir.

(b) and (c). Do not arise.

**Transit Delays**

*239. **Shri Sanganna:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a Standing Committee of two officers from the operating and commercial departments will be set up on each of the eight zonal railways to deal with matters arising out of transit delays in parcels and goods traffic; and

(b) if so, the details thereof?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) Yes.

(b) The Committee is to consist of two Senior Scale Officers one from the Operating and the other from the Commercial Branches of each Railway. *Inter alia* the Committee is required to review the period of passage of consignments on the various sections and take steps for improvement as may be necessary and further ensure that the steps taken are regularly and correctly enforced.

**Non-availability of Tickets**

*240. **Dr. Samantsinhar:** Will the Minister of **Railways** be pleased to state:

(a) whether rail tickets are not supplied to different stations of the Rupsa Baripada branch line of the S.E. Railway;

(b) whether it is a fact that due to non-availability of tickets many passengers had to travel without tickets and very often they are charged excess and prosecuted for so doing; and

(c) how many people have been detected travelling without tickets on this line from July to October, 1960?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) All the stations of the Rupsa Baripada Branch are supplied with rail tickets and they were found adequate except in the case of Jugpara station. At this station shortage of printed tickets was experienced for a few destinations.

(b) No Sir.

(c) 78.

**Ware-housing Corporations**

*242. **Shrimati Ila Palchoudhuri:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a proposal to introduce some sort of indemnification scheme for Ware-housing Corporations in India is under the consideration of the Government of India;

(b) if so, details thereof; and

(c) the progress made in this connection?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) A scheme for compensating depositors for losses to stocks of non-hazardous goods like foodgrains etc. in the Central Warehouses by the Central Warehousing Corporation has been approved by the Board of Directors of the Corporation.

(b) It is proposed that instead of insurance of stocks with the Insurance Companies, the Corporation should undertake to compensate the depositors against losses from the prescribed risks. This scheme does not apply to hazardous goods like cotton, Jute, Oils etc. which can be completely lost by fire.

(c) The scheme has at present been implemented at the Central Warehouses in States where the State Warehousing Acts and/or Rules prescribing compulsory insurance have not yet been enforced.

**Export of Iron Ore to Japan from Paradip**

*243. **Shri Chintamoni Panigrahi:** Will the Minister of **Transport and Communications** be pleased to state the total quantity of iron ore exported upto 1st November, 1960 through the Port of Paradip in Orissa to Japan?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** Ore so far exported from the Port of Paradip is 60,552 tons.

**दिल्ली में चिड़िया घर**

*२४५. **श्री भक्त दर्शन :**
**श्री राम कृष्ण गुप्त :**
**श्री सुबिमन घोष :**

क्या **खाद्य तथा कृषि** मंत्री २६ फरवरी, १९६० के तारांकित प्रश्न संख्या ४४० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) दिल्ली में चिड़िया घर बनाने के सम्बन्ध में अब तक क्या प्रगति हुई है ;

(ख) इसका निर्माण कब तक पूरा होने की सम्भावना है; और

(ग) इसके निर्माण को यथासम्भव शीघ्र पूरा करने के लिये क्या कार्यवाही की जा रही है ?

**कृषि मन्त्री (डा० पं० शा० देशमुख) :** (क) से (ग). सभा की टेबल पर एक विवरण रख दिया गया है । [**देखिये** परिशिष्ट १, अनुबन्ध संख्या ६५]

**Bomb Explosion on Railway Track**

*246. **Shri D. C. Sharma:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 166 on the 5th August, 1960 and state the further progress since made in determining the elements connected with the bomb explosion on the railway line between Amritsar and Pathankot?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** The case is still under police investigation.

**Diesel Rail Cars**

*247. { **Shri Ram Krishan Gupta:** / **Shri Ajit Singh Sarhadi:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 543 on the 19th August, 1960 and state:

(a) whether Government have since considered the question of manufacturing diesel rails cars in the Integral Coach Factory; and

(b) if so, the result thereof?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) Yes, Sir.

(b) The coach portion for the rail car will be manufactured in the Integral Coach Factory. The engines will be obtained from indigenous manufacturers and these will be fitted to the coach-shells.

**Konar Dam**

*248. { **Shri A. M. Tariq:** / **Shri Ram Krishan Gupta:** / **Shri Kunhan:**

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 1084 on the 5th September, 1960 and state:

(a) whether arbitration proceedings in the case of over-payment to M/s Hind Patel and Company for works done at Konar Dam have since been completed; and

(b) if so, what has Government decided in the matter?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) No, Sir. According to present indications the arbitration proceedings are expected to be completed by the end of April, 1960.

(b) Does not arise.

**Train Collision near Durgapur**

*249. **Shri Subiman Ghose:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 177 on the 5th August, 1960 regarding Train Collision near Durgapur and state:

(a) whether investigations by the Government Inspector of Railways have since been completed;

(b) whether any employee has been punished;

(c) if so, rank of such employee;

(d) whether any compensation has been paid to the families of the dead and to injured; and

(e) if so, the amount of such compensation?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) Not yet.

(b) and (c). Do not arise.

(d) and (e). Two claims received are under disposal by the ex-officio Claims Commissioner, Burdwan and payment will be made as soon as the claims are adjudicated.

**Chlorinated Water Supply in Delhi**

*250. **Shri Shree Narayan Das:** Will the Minister of **Health** be pleased to state:

(a) what is the quantity of chlorine which Delhi's waterworks mix in the water to be called pure and fit for drinking;

(b) what quantity of it is mixed in places like Calcutta, Bombay and Madras; and

(c) the reasons for difference, if any?

**The Minister of Health (Shri Karmarkar):** (a) The pre-chlorination dose is about 0·8 parts per million and the post-chlorination dose is about 1 to 1.5 parts per million.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix I, annexure No. 66.]

(c) The dosage of chlorine is dependent on the quality of raw water and its chlorine demand.

**Ships From Yugoslavia**

*251. { **Shri Morarka:** / **Shri Raghunath Singh:**

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 923 on the 31st August, 1960 and state:

(a) whether Government have since taken a decision for the purchase of ships from Yugoslavia; and

(b) if so, the number of ships to be purchased and the price negotiated?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No, Sir. Not yet.

(b) Does not arise.

**River Training Experiments on Hooghly**

*252. **Shri H. N. Mukerjee:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) what has been the progress so far in river training experiments at Poona regarding the Hooghly river; and

(b) whether the depth of water available at the Balari bar in the river Hooghly continues to cause anxiety?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) The experiments have already furnished solutions for the Sankral and Munikhali bars, the Fulta-Eastern Gut reach and the King George's Dock Entrance and are nearing completion for the Balari bar.

(b) Yes, Sir; but some improvement has been effected by extensive dredging.

**De-Luxe Tourists Taxies in Delhi**

*253. **Shri Assar:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that there is a scheme of plying small De-Luxe Tourist Taxies bearing DLY number in Delhi;

(b) if so, the details of the scheme;

(c) whether Government propose to import these cars from abroad; and

(d) what will be the criteria of giving licences for plying these cars?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) to (d). A statement giving the required information is placed on the Table of the Lok Sabha.

STATEMENT

(a) It has been decided by the Delhi State Transport Authority to allow indigenously manufactured medium-sized cars to operate as tourist cars under DLY registration numbers.

(b) The Delhi State Transport Authority will allow the operation of new medium-sized cars in replacement of old DLZ cars which are not fit to be used as tourist cars.

(c) Only indigenously manufactured medium-sized cars will be licensed as DLY cars and hence there will be no need to import them from foreign countries.

(d) The Delhi State Transport Authority has been issuing tourist car permits for big cars in minimum units of five cars to applicants who have experience of transport or tourist trade and have arrangements for office, telephone and maintenance of the vehicles. New medium-sized cars will be allowed only in replacement of old big cars declared unfit for operation since the Government have placed restrictions on the import of large-sized cars into India.

**Hyderabad-Vishakhapatnam Air Service**

*254. **Shri Rami Reddy:**
**Shri Osman Ali Khan:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is proposed to stop Air Service between Hyderabad and Vishakhapatnam;

(b) if so, the reasons therefor;

(c) whether it is also a fact that the Government of Andhra Pradesh has represented that the service may be retained; and

(d) if so, the action taken thereon?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) and (b). Because of the poor traffic on the Hyderabad-Vishakhapatnam Sector and the consequent recurring loss being sustained by the Indian Airlines Corporation, the Corporation have under consideration the proposal to discontinue the service.

(c) Yes, Sir.

(d) The matter is under correspondence between the Corporation and the State Government.

**Communications in Orissa**

*255. **Shri Chintamoni Panigrahi:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any assessment has been made in respect of the loss caused to the National Highways, roads and bridges damaged in Orisa due to recent heavy floods in that State;

(b) if so, the estimated amount of loss;

(c) whether any officer of the Central Government went on Orissa to discuss this problem with the State Government;

(d) whether the Government of India is giving any assistance to the State Government for repairing the road communications disrupted in Orissa by the floods; and

(e) if so, what amount?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) Yes, Sir.

(b) Rs. 30 lakhs.

(c) Yes, Sir.

(d) and (e). The Ministry of Transport and Communications will defray the cost of repairing, restoring, etc. of National Highways damaged by the floods.

**Export of Locomotives**

*256. **Shri D. C. Sharma:**
**Shri Ajit Singh Sarhadi:**
**Shri Harish Chandra Mathur:**
**Shri P. K. Deo:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 170 on the 5th August, 1960 and state:

(a) whether any avenues have since been investigated for the export of Indian lcomotives; and

(b) if so, the nature of success achieved?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) Not so far.

(b) Does not arise.

**Birth Control and Family Planning in Delhi**

*257. **Shri Ram Krishan Gupta:**
**Shrimati Ila Palchoudhuri:**
**Dr. Ram Subhag Singh:**
**Shri Assar:**

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Delhi Administration proposes to introduce an extensive programme for bith control and family planning in the Union Territory; and

(b) if so, the dtails thereof?

**The Minister of Health (Shri Karmarkar):** (a) Yes, Sir.

(b) The Delhi Administration proposes to introduce family planning clinics under the Employees' State Insurance Scheme. Under the Scheme family planning clinics are proposed to be started at Paharganj, New Industrial Area Dispensaries, Subzimandi and Jama Masjid in Delhi.

The Delhi Municipal Corporation has also a scheme for extension of the family planning programme. The details of this scheme are being finalised.

**Indo-U.S.A. Air Talks**

*258. **Shri A. M. Tariq:**
**Shri Ram Krishan Gupta:**
**Shrimati Ila Palchoudhuri:**
**Shri Raghunath Singh:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the fortnight long air talks between the delegations of U.S.A. and India failed to reach any agreement; and

(b) if so, the reasons therefor?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) and (b). The air talkhs between India and U.S.A. held in October last were inconclusive and are to be resumed later.

It would not be in the public interest to discuss the details of the negotiations on the floor of the Sabha.

**Import of Foodgrains**

*259. **Shri Tangamani:**
**Shri D. C. Sharma:**

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 1052 on 5th September, 1960 and state:

(a) the qnantity of foodgrains imported during the period from 1st August, 1960 to 31st October, 1960; and

(b) the quantity of rice and wheat imported from the U.S.A., Burma and the United Arab Republic under various agreements?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) About 11·19 lakh tons.

(b) A statement is placed on the Table of the House. [*See* Appendix I, anexure No. 67].

**Janakadeipur Station**

**313. Shri Chintamoni Panigrahi:** Will the Minister of **Railways** be pleased to state:

(a) what recent measures have been taken to improve the Janakadeipur Railway Station in S. E. Railway;

(b) whether the waiting rooms have been provided for;

(c) whether the station master's office has been completed;

(d) whether the station has been electrified; and

(e) whether drinking water facilities have been provided there?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) Provision for the following amenities has been made:

(i) A waiting hall;

(ii) Drinking water facilities; and

(iii) A three seated latrine.

(b) There is no provision for waiting rooms. However, the work of providing a waiting hall for class III passengers is in progress.

(c) Janakadeipur is a halt station. There is no necessity for Station Master's office at present.

(d) The station area is electrified.

(e) Yes, Sir.

**Agricultural Colleges in Orissa**

**314. Shri Chintamoni Panigrahi:** Will the Minister of **Food and Agriculture** be please to state:

(a) the names of various agricultural colleges in Orissa;

(b) the amount of grant given to each of them by the Central Government during 1959-60 and 1960-61 so far; and

(c) whether Government propose to help in establishing more agricultural colleges in Orissa?

**The Minister of Agriculture (Dr. P. S. Deshmukh):** (a) There is only one Agriculture College in Orissa *viz.*, Utkal Krushi Mahavidyalaya, Bhubaneshwar.

(b) According to the existing procedure for release of Central financial assistance to the State Governments for Plan Schemes, assistance by way of grants and loans is released according to the Heads of Development and not for each individual scheme separately. The figures of Central assistance actually utilised by the Government of Orissa during 1959-60 and 1960-61 in connection with the development of the above College is, therefore, not available.

(c) There is no proposal at present for the establishment of more Agricultural Colleges in Orissa.

**Indigenous Systems of Medicine in Orissa**

**315. Shri Chintamoni Panigrahi:** Will the Minister of **Health** be pleased to state the nature of encouragement given by the Central Government to Homoeopathy and Ayurvedic System of medicines in Orissa State during the Second Plan period so far?

**The Minister of Health (Shri Karmarkar):** During the Second Plan period the Government of Orissa was paid grants totalling Rs. 26·705 lakhs for the various Centrally sponsored schemes which included development of Indigenous Systems of Medicine viz. Ayurveda, Unani, Homoeopathy and Nature Cure. Under the reviced procedure governing release of Central assistance, grants are made in lump sum and the States are free to regulate expenditure from one scheme to another within a group of schemes. As such it is not possible to indicate assistance on a particular scheme individually.

**Complaints at Batala Station**

**316. Shri D. C. Sharma:** Will the Minister of **Railways** be pleased to state:

(a) the number and nature of complaints lodged at Batala Junction Station in the complaint book during 1959-60; and

(b) the nature of action taken or proposed to be taken on those complaints?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) During the official year 1959-60, 7 complaints were recorded in the Complaint Book kept at Batala junction.

The number and the main items of complaints are as follows:—

| Main item | No. |
|---|---|
| (1) Bribery and corruption | 1 |
| (2) Mechanical defects *i.e.* fans or lights not working properly | 1 |
| (3) Unsatisfactory catering arrangements | 1 |
| (4) Detention to road traffic | 3 |
| (5) Miscellaneous complaints | 1 |
| TOTAL | 7 |

(b) Action has been taken to rectify the defects that gave rise to the complaints and the staff found liable have also been suitably dealt with.

**Scheduled Castes and Scheduled Tribes at Calcutta Port**

**317. Shri D. C. Sharma:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of appointments made in the Calcutta Port by the Port Trust both in the permament and temporary services for the last two years; and

(b) whether all the seats reserved for Scheduled Castes and Scheduled Tribes have been filled up?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) 4304 by direct recruitment during the years 1958 and 1959.

(b) No, Sir.

**Quarters for P. & T. Employees**

**318. Shri D. C. Sharma:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of Posts and Telegraphs employees who have been provided Government quarters in Ambala Postal Division so far; and

(b) when the remaining employees will be provided Government quarters?

**The Minister of Transport and Communications (Dr. P. Subbarayan):** (a) 308 in departmental quarters, 9 in rented building. In addition 60 other quarters are in occupation of Sub-Postmasters.

(b) 25 units are under construction and sanction has been accorded for 41 more. It is not possible for the Department within its limited resources to provide accommodation to all the staff but it is proposed to provide some additional quarters as and when resources permit.

**Poultry Farming in Himachal Pradesh**

**319. Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is ay proposal to establish a Government Institution in Himachal Pradesh where facilities will be available for training of village poultry workers, research and assistance to the local poultry breeders to increase their production and improve the quality of poultry; and

(b) if so, the details regarding the site, capital involved and the agency to be employed to run this Institution?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) No. Such facilities are already available at the Regional Poultry Farm, Kamlahi, which was established in 1959.

(b) Does not arise.

**Tourists From U.K.**

**320. Shri D. C. Sharma:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of tourists from U.K. who visited India during 1959-60; and

(b) the total earnings from them during the above period?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) Tourist Statistics are compiled for calendar years. In 1959 16,875 tourists visited India from the United Kingdom.

(b) The total earnings from them for the above period have been assessed at Rs. 4·61 crores.

**Rural Drinking Water Supply in Punjab**

**321. Shri D. C. Sharma:** Will the Minister of **Health** be pleased to state:

(a) whether Government have received Rs. 1·2 crores scheme for supply of drinking water from the Punjab Government for the villages of Pathankot (Punjab);

(b) if so, the details of the scheme; and

(c) whether it has been examined and approved?

**The Minister of Health (Shri Karmakar):** (a) to (c). Three schemes for groups of villages in Kandi area in Pathankot Tehsil were received but the estimated cost of these schemes is Rs. 13·75 lakhs only. Two of these schemes at an estimated cost of Rs. 12.90 lakhs have already been approved. These schemes involve pumping of water from wells to be sunk on the Chakki River and would supply drinking water to 38 villages. The third scheme estimated to cost Rs. 0.85 lakhs has not yet been approved.

**Electricity**

**322. Shri Morarka:** Will the Minister of **Irrigation and Power** be pleased to lay a statement on the Table showing:

(a) electricity actually generated in 1950-51;

(b) the plan target for the First Five Year Plan, the achievement during the same period together with the financial allocation and the amount actually spent during the First Plan period;

(c) the target for the Second Five Year Plan period, the achievement made so far, together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(d) the reasons for the shortfall if any, in achieving the physical targets?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) Electricity actually generated in 1950-51 was 6575 Million Kwt.

(*b*)

| | Benefits | | Allocation | Actual expenditure |
|---|---|---|---|---|
| | Target | Achievement | | |
| First Five Year Plan | 1·3 Million KW | 1·1 Million KW | Rs. 260 crores (Public Sector) | Rs. 260 crores (Public Sector) +Rs. 32 crores (Private Sector) +Rs. 10 crores (Self generating industry) |
| (*c*) Second Five Year Plan | 3·5 Million KW | 2·4* Million KW | Rs. 427 crores (Public Sector) | Rs. 410 crores * (Public Sector) +Rs. 37 crores (Private Sector) +Rs. 28 crores (Self-generating industry.) |

*Estimated

(d) The progress in the First Five Year Plan was almost satisfactory. The short-fall in the Second Five Year Plan has occurred mainly because of foreign exchange difficulties that arose during the early years of the Second Plan, resulting in enlisting several generating schemes in the 'non-core' category. The completion of some of the major Hydro-Electric Projects such as Bhakra Nangal, Koyna, Rihand, Hirakud Stage II has also been delayed to some extent.



**Passenger Traffic**

**323. Shri Morarka:** Will the Minister of **Railways** be pleased to lay a statement on the Table showing the target of passenger traffic for the Second Five Year Plan period, the achievement made so far, together with the financial allocation under the Second Five Year Plan and the amount actually spent so far?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** During the

Second Five Year Plan, provision was made for 15 per cent increase in passenger traffic over that carried at the end of the First Plan. The number of passengers originating yearwise since 1955-56 are indicated below:

| | Million | % of increase over 1955—56 |
|---|---|---|
| 1955-56: (Last Year of 1st Plan) | 1275 | .. |
| 1956-57 (1st Year) | 1360 | 7% |
| 1957-58 (2nd Year) | 1410 | 11% |
| 1958-59 (3rd Year) | 1422 | 12% |
| 1959-60* (4th Year) | 1515 | 19 % |

*Provisional

Financial allocation and expenditure are made for freight and passenger traffic together as most of the facilities are common to both, except for Passenger Coaches.

The average number of passenger carriages (in terms of units) on line on all gauges has increased from 15,745 in 1955-56 to 19,034 in 1959-60, that is, an increase of about 21 per cent.

**Freight on Railways**

324. **Shri Morarka:** Will the Minister of Railways be pleased to lay a statement on the Table showing:

(a) the target of freight for the Second Five Year Plan period, the achievement made so far, together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(b) the reasons for the shortfall, if any, in achieving the physical targets?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) During the Second Plan, it was estimated that Railways will carry 162 million tons of originating freight traffic. The achievement during the First four years of the second Plan, i.e. upto 31st March, 1960 is indicated below:

| | Million Tons |
|---|---|
| 1956-57 (1st Year) | 124 |
| 1957-58 (2nd Year) | 132 |
| 1958-59 (3rd Year) | 135 |
| 1959-60 (4th Year) | 144 (approximate) |

Financial allocation and expenditure are made for freight and passenger traffic together as most of the facilities are common to both.

(b) It is not yet possible to indicate whether the traffic by the end of the 2nd Plan will come up to the level envisaged.

**National Highways**

325. **Shri Morarka:**
**Shri Padam Dev:**

Will the Minister of Transport and Communications be pleased to lay a statement on the Table showing:

(a) the total mileage of National Highways in 1950-51;

(b) the plan target for the First Five Year Plan, the achievement during the same period together with the financial allocation and the amount actually spent during the First Plan period;

(c) the target for the Second Five Year Plan period, the achievement made so far together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(d) the reasons for the shortfall, if any, in achieving the physical targets?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) to (d). A statement giving the required information is laid on the Table.

STATEMENT

(a) The total mileage of National Highways in 1950-51 was 13,400 miles.

(b) The targets to be attained at the end of the First Plan were the construction of 640 miles of missing links and 40 major bridges and the improvement of 2,500 miles of existing sections of national highways. Actually during the First Plan Period, 636 miles of missing links and 30 major bridges were constructed, about 4000 miles of existing sections of national highways improved and provided with one lane asphalted carriageway, and 400 miles of the improved sections made fit for two-lane traffic. The financial allocation and the amount actually spent during the First Plan period were Rs. 27.80 crores and 27·62 crores, respectively.

(c) The targets to be attained at the end of the Second Plan are the construction of 700 miles of missing links and 40 major bridges and the improvement of 3,500 miles of existing sections of national highways. So far 620 miles of missing links and 32 major bridges have been constructed and about 3,100 miles of existing sections of national highways improved and provided with one lane asphalted carriageway and 850 miles of the improved sections made fit for two-lane traffic. Against an expenditure ceiling of Rs. 45·00 crores a sum of Rs. 32·82 crores (upt 31-3-60) has so far been spent.

(d) From the reply to part (b) of the question it would be observed that the target in respect of missing links was nearly achieved and that in respect of improvement works far exceeded in the first Plan period. The target in respect of bridge construction could not be achieved mainly because the preliminary surveys and investigations etc. required took considerably more time than originally estimated. As regards the reasons for the shortfall in achieving the physical targets during the 2nd Plan Period it is too early to give any comments, because the shortfalls are not known at present.

**Surfaced Roads**

**326. Shri Morarka:** Will the Minister of **Transport and Communications** be pleased to lay a statement on the Table showing:

(a) the total mileage of surfaced roads in 1950-51;

(b) the plan target for the First Five Year Plan,the achivement during the same period together with the financial allocation and the amount actually spent during the First Plan period;

(c) the target for the Second Five Year Plan period, the achievement made so far, together with the financial allocation under the Second Five Year Plan and the amount actually spent so far; and

(d) the reasons for the shortfall, if any, in achieving the physical targets?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) to (d). A statement giving the requisite information is laid on the Table.

STATEMENT

(a) 97,567 miles of surfaced roads on 31st March, 1951.

(b), (c) & (d). The Table below gives the requisite information. No

shortfall is expected in respect of physical targets for surfaced roads.

| | Physical Target | Achievement | Total Plan Provision | Total Expenditure |
|---|---|---|---|---|
| | (surfaced roads—miles) | | (Rs. in crores) | |
| | | | Rs. | Rs. |
| First Five-Year Plan | 1,22,000 | 1,22,000 | 177·14 | 169·01 |
| Second Five-Year Plan . . . . . | 1,44,000 | 1,44,000* | 238·32 | 224·94* |

*Anticipated at the end of 1960-61.

Note: Besides the construction of surfaced roads, the First and Second Five-Year Plans provided for various other works also, *e.g.* improvement of existing roads in respect of surfaces and structures, widening to two lane carriageway, bridging of unbridged river crossings, construction of kutcha roads, etc.

**Oil Seeds Research Centre in Andhra Pradesh**

**327. Shri N. M. Deb:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the location of Oil Seeds Research Centre in Andhra Pradesh; and

(b) whether the Oil Seeds Research Centre advises the public in general who seek their advice?

**The Minister of Agriculture (Dr. P. S. Deshmukh):** (a) Main-Centre at Rajendranagar, Hyderabad and Sub-Centres at—

(i) Kadiri, Anantapur Distt.

(ii) Yellamancheli, Visakhapatnam Distt.

(iii) Karimnagar.

(iv) Rudrur, Nizamabad Distt.

(v) Masulipatnam, Krishna Distt.

(b) Yes.

**Forests in Manipur and Tripura**

**328. Shri Pangarkar:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the area covered by forests in Manipur and Tripura;

(b) the area of reserve forests out of it; and

(c) the varieties of trees which are mainly found in Manipur and Tripura?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) and (b). The information is as follows:—

| | (*Area in square miles*). *Manipur* | *Tripura* |
|---|---|---|
| 1. Area covered by forests. | 2,325 | 2,454,12 |
| 2. Area of reserve forests | 388 | 1,370:01 |

(c) The local names (as well as Latin names) of the varieties of trees mainly found are:—

(i) *Manipur*:

Sam or Cham (*Artocarpus Chaplase*), Nahar (*Mesua ferrea*), Ghamar (*Gmelina Arborea*), Sagun or Teak (*Tectona Grandis*) Garjan (*Dipterocarpus turbinatus*), Mango or Am (*Mangifera Indica*) and Mukaru (*Schima Wallichai*).

(ii) *Tripura*:

Chamal (*Artocarpus Chaplase*), Karai (*Albizzia procera*), Ghamar (*Gmelina arborea*), Jarul (*Lagerstroemia flosregina*), Kanak (*Schima wallichai*), *Garjan* (*Dipterocarpus turbinatus*), Sal (*Shoera robusta*), Simul (*Salmalia malabarica*), Harguza (*Dillenia pentagyna*), Kurcha (*Holarrhena antidy senterica*), Kumira (*Careya arborea*), Bahera (*Terminalia belerica*) and Awal (*Vitex spp*).

**Fruit Preservation in Manipur and Tripura**

**329. Shri Pangarkar:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the names of places in Manipur and Tripura where arrangements for imparting training in fruit preservation have been made; and

(b) the name of the place where the fruit canning unit has been started?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) Arrangements have been made at Agartala in Tripura, for imparting training in Domestic Fruit and Vegetable Preservation. No such arrangement has been made in Manipur.

(b) At Imphal in Manipur and at Agartala in Tripura.

**Medical Colleges in Punjab**

**330. Shri D. C. Sharma:** Will the Minister of **Health** be pleased to state:

(a) the amount paid to the Medical Colleges of Punjab during the Second Five Year Plan period so far;

(b) whether any other lump-sum grants were given to Punjab in 1958-59 and 1959-60 for medical education and training under Centrally sponsored schemes; and

(c) if so, what amount and for what schemes?

**The Minister of Health (Shri Karmarkar):** (a) A sum of Rs. 1,84,526 (excluding lump sum grants) was sanctioned to the Government of Punjab during the Second Five Year Plan period for the expansion of the Medical College, Amritsar.

(b) and (c). In accordance with the revised procedure for the release of Central assistance to State Governments, during 1958-59, a sum of Rs. 11·30 lakhs was sanctioned to the Government of Punjab as a lump sum grant for the group "Medical Education and Training". During 1959-60, a sum of Rs. 4·08 lakhs was sanctioned to the State Government as a lump sum grant for all the Centrally sponsored Schemes. This amount does not include the Central assistance given in kind for schemes like National Malaria and Filaria Control Programmes. A list of entrally sponsored schemes is laid on the Table.

STATEMENT

| *S. No.* | *Name of the Scheme.* |
|---|---|
| 1. | Upgrading of certain departments in Medical Colleges. |
| 2. | After-care and Rehabilitation Centres for T.B. |
| 3. | Isolation of Advanced cases of T.B. (other institutions). |
| 4. | Family Planning. |
| 5. | Indigenous and other systems of Medicine—Assistance for establishment and upgrading of teaching institutions. |
| 6. | Establishment of Departments of Social and Preventive Medicine in certain Medical Colleges. |
| 7. | Establishment of New Dental Colleges. |
| 8. | Establishment in teaching hospitals of child Guidance Clinics and Psychiatric Departments. |
| 9. | Paediatric Centres. |
| 10. | National Malaria Control Programme. |

11. National Filaria Control Programme.

12. Opening of New Medical Colleges and expansion of existing medical colleges.

13. Training of 50,000 *Dais under* various M.C.H. Schemes *viz.* Welfare, Extension Project, Health Centre, N.E.S. Block.

14. Employment of Dietitions and establishment of diet kitchens.

15. Subsidy for B.C.G. Vaccination Campaign.

16. Susidy for full time teaching units in the Medical Colleges.

**Forest Development in Punjab**

**331. Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state the amount allotted to Punjab during the year 1960-61 for forest development in the State?

**The Minister of Agriculture (Dr. P. S. Deshmukh):** The allotment is made jointly for forestry and soil conservation. The amount allotted to the Punjab during the year 1960-61 for forests and soil conservation is as under:—

| | |
|---|---|
| Loan. | Rs. 2,25,000 |
| Grant. | Rs. 9,63,000 |
| Total. | Rs. 11,88,000 |

**Zoo in Delhi**

**332. Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether some African rare animals have been acquired for the Zoological garden in Delhi;

(b) if so, what are those animals; and

(c) at what cost they have been procured?

**The Minister of Agriculture (Dr. P. S. Deshmukh):** (a) No, Sir. There are only some common animals like a pair of lions presented by the Emperor of Ethiopia and certain birds obtained on an exchange basis.

(b) and (c). Do not arise.

**Medium Irrigation Projects in Punjab**

**333. Shri D. C. Sharma:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) the amount of financial assistance asked for and proposed to be given towards the construction of Medium Irrigation Projects in Punjab during 1960-61; and

(b) the names of the projects sanctioned?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) and (b). For the purpose of Central assistance, medium irrigation schemes are grouped under miscellaneous development schemes for which lump sum loan is sanctioned by the Centre. For the year 1960-61, an amount of Rs. 98·29 lakhs has been allocated to the Government of Punjab for their miscellaneous development schemes, which includes Rs. 50 lakhs earmarked assistance for expenditure beyond Rs. 150 lakhs on development programmes for Hill Areas. The State Government are yet to submit a list of their schemes for utilisation of the loan assistance. It is not known whether any medium irrigation scheme will also be sponsored by the State Government and approved for utilisation of the miscellaneous development loan assistance.

**Sugar Mills in Bihar**

**334. Shri Rajendra Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government are aware of the fact that some Sugar Mills in Bihar are standing idle;

(b) if so, their number; and

(c) what steps Government have taken to restart them?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) to (c). There are two plants which are lying idle in Bihar at present. One of them, *viz.* Ganga Deshi Sugar Factory Ltd., Buxar, District Sahabad, has a worn-out plant of 100 tons daily cane crushing capacity and as such, is too small to be worked, profitably. The other M|s. Indian Sugar Works, Siwan, District Saran, of 700 tons capacity, is lying idle due to disputes amongst the owners. Adequate cane supplies are also reported to be not available for working at its present site.

**Kanpur Medical College**

**335. Shri S. M. Banerjee:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that 50 per cent. and 75 per cent. of the recurring and non-recurring expenses promised to be paid to Kanpur Medical College are not being paid regularly;

(b) if so, the reason for the same; and

(c) whether the same were paid for 1960-61?

**The Minister of Health (Shri Karmarkar):** (a) No.

(b) Does not arise.

(c) Since 1958-59 according to the new procedure, the Central assistance is being released to the State Governments group-wise and not on scheme-wise basis and the Ministry of Finance are releasing three-fourths of the assistance admissible to the State Government in nine equal monthly instalments as ways and means advances and the final sanctions on the basis of actual expenditure are being issued by the Ministry of Health at the end of the financial year. This procedure is being followed during the current financial year also.

**Railway Station at Kollengode**

**336. Shri Kunhan:** Will the Minister of **Railways** be pleased to state:

(a) whether the Government of India have received any representations from the public in regard to the construction of a Railway Station at Kollengode in the Southern Railway; and

(b) if so, whether any decision has been taken in this respect?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) and (b). Kollengode is already a railway station on the M.G. system of the Southern Railway connecting Olavakkot and Pollachi.

**Floods in Orissa**

**337. Shri Chintamoni Panigrahi:** Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) whether Government have received any information from the Orissa Government in respect of damage caused to the various developmental works undertaken in the block areas because of serious floods in the State;

(b) whether the estimated loss has been calculated; and

(c) whether Government propose to render any special assistance to the block development areas in Orissa for this purpose?

**The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy):** (a) This Ministry has not received any such communication from the Orissa Government.

(b) and (c). Do not arise.

**Utilisation of Irrigation Facilities**

**338. { Shri Rajendra Singh: / Shri Kodiyan:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that a meeting of the Co-ordination Board of Ministers was held on the 10th September, 1960 at Bangalore under the Presidentship of the Central Minister for Irrigation and Power to review the

steps taken to ensure the maximum utilisation of irrigation facilities;

(b) what were the reports in this regard, State-wise; and

(c) any further steps suggested?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) One of the items discussed in the meeting of the Co-ordination Board of Ministers held on the 10th September, 1960 at Bangalore was "Construction of water courses and steps necessary to ensure maximum utilisation of irrigation facilities".

(b) and (c). No specific reports of the State Governments were discussed in this meeting. However, the steps already taken by the State Governments for ensuring utilisation of irrigation facilities were reviewed and the Board recommended that Development Committees may be constituted by State Governments for each project so that co-ordinated action could be taken for better utilisation of irrigation potential created.

### Farmers' Bank

**339. Shri Rajendra Singh:** Will the Minister of **Community Development and Co-operation** be pleased to refer to the reply given to Unstarred Question No. 2084 on the 5th September, 1960 and state:

(a) whether Government have since considered the proposal for setting up of a Farmers' Bank; and

(b) if so, with what results?

**The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy):** (a) and (b). The proposal is still under the consideration of the Government of India.

### Signal and Telecommunications Workshop

**340. Shri T. B Vittal Rao:** Will the Minister of **Railways** be pleased to state:

(a) the reasons why a large number of workers in the Signal and Telecommunications Workshop, Meetagudda, Central Railway are treated as casual labourers notwithstanding the fact that they have put in more than 3 years' service;

(b) whether the Railway Board propose to confirm them; and

(c) what is the number of permanent workers in this workshop?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) This Workshop was originally meant chiefly for repairs to Engineering and Signalling equipment. In 1956 it was converted into a manufacturing Workshop for the Signalling Deptt. and a very high production target set for it to be achieved by the end of the Second Five Year Plan. This necessitated a very substantial increase in staff strength. Since, however, it took time to assess the exact staff requirements in the light of the phased production targets and to conduct the requisite trade tests of new recruits; regular recruitment could not be resorted to.

(b) It is likely that surplus staff from other Workshops will be absorbed against some of the posts. Casual labourers will be considered for absorption against the remaining posts.

(c) 345.

### New Station on N.E. Railway

**341. { Shri Shree Narayan Das: / Shri Radha Raman:**

Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2401 on the 21st April, 1960 and state:

(a) whether final decision with regard to establishing a new station between Muhammadpur and Kamtaul stations on Samastipur Narkatiagunj Branch of N.E. Railway has since been taken; and

(b) if so, the nature of such decision?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) Yes.

(b) It has been decided to provide a contractor-operated Train Halt at this place, as an amenity for passengers.

**Research on Functions of Appendix**

**342. Shri Shree Narayan Das:** Will the Minister of **Health** be pleased to state:

(a) whether any research as to the functions of appendix has been carried on or is being carried on anywhere in India;

(b) if so, whether any progress of such research is available;

(c) whether it is a fact that some research at the California Institute of Technology has indicated that the appendix has been found to be rich in lymphoid cells that are capable of producing disease fighting antibodies; and

(d) if so, whether any report of such research is available?

**The Minister of Health (Shri Karmarkar):** (a) No, Sir.

(b) Does not arise.

(c) and (d). Information on the aspect of research that is said to be taking place at California Institute of Technology is not available. However, it is well known that the appendix has lymphoid tissues like several other parts of the Gastro Intestinal System. It is also known that lymphoid tissue participates in the production of anti-bodies against diseases. These are, therefore, not new observations.

**Hydro-Electric Power in Ladakh District**

**343. Shri D. C. Sharma:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that a team of experts from the Central Water and Power Commission visited Leh in the Ladakh district of Jammu and Kashmir State to explore the possibilities of generating hydro-electric power, in the area;

(b) if so, the progress made by them; and

(c) the result thereof?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) The reply is in the affirmative.

(b) and (c). Reconnaissance surveys of the potential sites have been completed and the report is under preparation.

**Yogic Exersises**

**344. Shri D. C. Sharma:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a scheme to check stammering by yogic exercises has been received by the Ministry of Health from one Shri Pera Ram, a retired headmaster of middle school in the Bannu district of West Pakistan;

(b) whether it has been studied; and

(c) if so, the action taken or proposed to be taken in the matter?

**The Minister of Health (Shri Karmarkar):** (a) to (c). A letter was received from Shri Pera Ram in May, 1960, stating that he had formulated a scheme to cure stammering through physical exercises. He was asked to submit his scheme, if any, through the State Government. No such scheme has so far been received either from the State Government or from him.

**Broadcasting in Trains**

**345. Shri D. C. Sharma:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 64 on the 2nd August, 1960 regarding the broadcasting of A.I.R. news and music in trains and state:

(a) in which other trains it has since been introduced; and

(b) the total amount spent so far on this amenity?

**The Deputy Minister of Railways (Shri Shahnawaz Khan)**: (a) It has not been extended to any other train.

(b) Total amount spent on this amenity from the date of its introduction up to 30th September, 1960 is about Rs. 3,757·00 nP.

**Chatra Canal Project**

**346. Shri D. C. Sharma:** Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 55 on the 2nd August, 1960 and state:

(a) the progress made in the construction of a 40 mile long canal known as "Chatra Canal" in Nepal area from Kosi Project as a good-will gift to Nepal;

(b) when the work is likely to be completed; and

(c) the amount spent so far?

**The Deputy Minister of Irrigation and Power (Shri Hathi)**: (a) The scheme is still in its preliminary stages.

(b) The work is expected to be completed by 1963-64.

(c) An expenditure of Rs. 24,000 has been incurred so far.

**Enquiry into Murder in Train**

**347. Shri D. C. Sharma:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 51 on the 2nd August, 1960 and state the progress since made in the investigation into the causes of the murder of one Headmistress in train which left Hoshiarpur for Jullundur on the 22nd November, 1958?

**The Deputy Minister of Railways (Shri Shahnawaz Khan)**: Although no clue has so far been found, both the Government Railway Police and State Police are continuing their best efforts to work out this case.

**Common Facilities Workshops in Rural Areas**

**348. { Shri D. C. Sharma: / Shri Warior: / Shri Vasudevan Nair:**

Will the Minister of **Community Development and Co-operation** be pleased to refer to the reply given to Starred Question No. 194 on the 5th August, 1960 and state the progress made in the proposal to set up a number of common facilities workshops in rural areas under the Community Development Programme for the benefit of village artisans?

**The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy)**: The scheme of establishing common facility workshops in rural areas was first communicated to the State Governments in April, 1960, and it was further discussed by the Srinagar Conference in June, 1960. Though the scheme is mainly for implementation during the 3rd Five Year Plan period, it was suggested to the State Governments that a beginning may be made during the current financial year itself, depending upon the financial and other resources available to each State. The progress so far achieved is indicated in the statement laid on the Table. [*See* Appendix I, annexure No. 68.]

**Tourists**

**349. Shri Ram Krishan Gupta:** Will the Minister of **Transport and Communications** be pleased to state the total number of tourists handled by Calcutta, Bombay and Palam Airports during 1959-60 (port-wise)?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur)**: The total number of tourists (Indian and Foreign-embarking and disembarking) handled by each of the airports is not available. However the numbers of foreign

tourists who disembarked at these airports during the Calendar year 1959 are as under:—

| Airport | Number of Tourists |
|---|---|
| Calcutta. | .. 20,700 |
| Bombay. | .. 17,200 |
| Palam & Safdarjung. | 18,000 |

### रेहड़ा में तारघर

३५०. **श्री प्रकाश वीर शास्त्री :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) मुरादाबाद जिले के बाढ़-पीड़ित क्षेत्र रेहड़ा में तारघर खोलने में देरी के क्या कारण हैं;

(ख) सरकार ने इस तारघर के लिये कितनी राशि मंजूर की है; और

(ग) इसके कब तक चालू होने की आशा है ?

**परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) :** (क) सीमित स्टाक के कारण सामान भेजने में देरी हो गई।

(ख) १५,१०८ रुपये।

(ग) मार्च, १९६१ तक।

### National Highways

351. **Shri Warior:**
**Shri Vasudevan Nair:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any of the trunk roads in Kerala State is included in the list of the National Highways; and

(b) the amount spent during each year of the Second Five Year Plan period for maintenance of those roads?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) Yes, Sir. The following trunk roads in Kerala from part of the National Highway routes shown against each.

| Name of truck road | Name of National Highway |
|---|---|
| (i) *Main Coastal Road* : | |
| Trivandrum, Quilon, Allepey, Ernakulam Ankamali. | Forms part of N.H. 47. |
| (ii) *Main Central Road* : | |
| Trivandrum, Kottarakara, Addur, Chengannur, Kottayam, Ankamali, Chalakudi, Trichur. | The last portion between Ankamali and Trichur forms part of N. H. 47. |
| (iii) *Main southern road* : | |
| Trivandrum to Cape Comorin. | Forms part of N.H. 47 between Trivandrum and the State Boundary with Madras. |
| (iv) Trichur to Salem *via* Coimbatore. | Part of N.H. 47 between Trichur and State Boundary with Madras. |
| (v) Trichur to Chalissery. | Forms part of N.H. 47-A. |

(b) the amount spent during each year of the Second Five Year Plan period for maintenance of the existing National Highways is as under:—

| | Rs. |
|---|---|
| 1956-57 | 8,38,499 |
| 1957-58 | 9,51,314 |
| 1958-59 | 9,48,789 |
| 1959-60 | 13,98,945 |
| 1960-61 | 6,50,188 (upto end of September, 1960) |

### Break in Service of Employees

352. **Shri Subiman Ghose:** Will the Minister of **Railways** be pleased to state:

(a) how many employees have suffered break in service for recent strike of the Central Government employees, Zone-wise and Class-wise;

(b) whether Government proposes to pay fu.l Provident Fund money to those who have got Provident Fund account;

(c) whether such employees have been given benefit of the Provident Fund since their new appointment;

(d) if not, the reasons therefor; and

(e) from what time they will be given such benefit?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) A statement showing the number of employees, who had suffered a break in service is laid on the Table. [*See* Appendix I, annexure No. 69.] The break in service has since been condoned.

(b) to (e). Do not arise.

**Utilisation of Services of Retired Scientists**

**353. Shri Inder J. Malhotra:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 1825 on the 31st August, 1960 and state:

(a) what further progress has been made in the matter of utilising the services of the retired Scientists in the field of Agriculture; and

(b) the nature of the research project now undertaken by these Scientists?

**The Minister of Agriculture (Dr. P. S. Deshmukh):** (a) and (b). Five retired scientists have been selected this year for assistance under this scheme. The projects which would be undertaken by them relate to:

(1) Selections of economically useful types of rice from the hybrid and irradiated populations;

(2) Studies on foliar nutrition of crop plants;

(3) Taxonomic and biological studies on Indian Jassidae (Hemiptera);

(4) Inves.igations on standards of effluents suitable for loamy and silty soils and improvements in quality of compost manures; and

(5) Investigations of nutrition problems in sheep and study of wool with regard to its physical and chemical properties.

**Training to Young Farmers**

**354. Shri Inder J. Malhotra:** Will the Minister of **Food and Agriculture** be pleased to refer to reply given to Unstarred Question No. 1824 on the 31st August, 1960 and state:

(a) what further progress has been made in the matter of imparting training to young farmers;

(b) whether the scheme has since been finalised;

(c) if so, what are the main features of the scheme; and

(d) whether this training will be imparted by the Central Government only or the State Government shall also be associa.ed with it?

**The Minister of Agriculture (Dr. P. S. Deshmukh):** (a) to (c). There are a number of schemes having a bearing on the training of young farmers. As a concrete measure instructions have been issued that vacant seats in the Ex ension Training Centres all over the country should be offered to sons of farmers free of any tuition charges. The State Governments have also included provision in the Third Plan to intensify the work relating to the formation of rural youth clubs which will undertake economic projects with the participation of young farmers. Such participation would give practical training to rural youths in specific items of work, such as bee keeping, vegetable growing, livestock rearing, poultry keeping, fish ponds maintenance etc. In addition, a scheme is under consideration whether a specific course of training could be organised for sons of farmers, but the scheme has yet to be finalised in consultation with State Governments.

(d) All such training will be done through the State Governments.

**Drug for Birth Control**

**355. { Pandit D. N. Tiwari: Shri Sarju Pandey:**

Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 814 on the 26th August, 1960 and state:

(a) whether the drug for birth control discovered by a villager of Jaisalmer in Rajasthan has since been examined; and

(b) if so, with what results?

**The Minister of Health (Shri Karmarkar):** (a) No, Sir. The detailed composition of the drug asked for from the manufacturer has not so far been received.

(b) Does not arise.

**Rajasthan Canal**

**356. { Shri R. C. Majhi: Shri Subodh Hansda:**

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the navigation facilities scheme in Rajasthan Canal has been examined; and

(b) if so, whether the scheme has been approved by Government?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) and (b). The matter is under consideration of the Government of India.

**Health Museum in Delhi**

**357. { Shri R. C. Majhi: Shri Subodh Hansda:**

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there is a proposal under consideration to open a Health Museum in Delhi; and

(b) if so, the details thereof?

**The Minister of Health (Shri Karmarkar):** (a) Yes.

(b) The details of this scheme have not been finalised so far.

**Multipurpose Higher Secondary School, Kharagpur**

**358. { Shri Subodh Hansda: Shri R. C. Majhi:**

Will the Minister of **Railways** be pleased to state:

(a) whether Technical Course has been introduced in the South Eastern Railway Multipurpose Higher Secondary School at Kharagpur;

(b) if not, what has been the cause of delay;

(c) what amount of money has been advanced by the Government of West Bengal so far for the Science Course already introduced in the school;

(d) whether the money has been spent for the purpose for which it was advanced;

(e) whether the State Government have been sounded; and

(f) whether they are prepared to make any further subvention for the courses introduced or proposed to be introduced?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) No, Sir.

(b) Diversified courses—Humanities, Science and Commerce—have been introduced in successive stages. Introduction of Technical Course in the next stage has been planned.

(c) Rs. 63,000.

(d) Yes, Sir.

(e) Yes, Sir.

(f) It is expected that the State Government would agree to sanction a proportionate share of expenditure in the introduction of the Technical Course.

**Kharagpur Railway School**

359. **Shri Subodh Hansda:**
**Shri R. C. Majhi:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Chief Inspector of Schools West Bengal was not satisfied with the arrangement made by the Railway administration for teaching science at Kharagpur Railway School S.E. Railway when he last visited the school on the 4th and the 22nd August, 1960;

(b) whether it is a fact that the school has no separate science block; and

(c) if so, what steps are being taken to construct the separate science block?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) No.

(b) No.

(c) Does not arise.

**Railway Higher Secondary School, Kharagpur**

360. **Shri Subodh Hansda:**
**Shri R. C. Majhi:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the overwhelming roll strength of the Railway higher secondary school at Kharagpur, S.E. Railway was badly commented upon by the Government of West Bengal;

(b) whether this has deteriorated the efficiency of teaching; and

(c) if so, whether Railway contemplate to split up the school for the sake of efficiency.

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) No.

(b) No.

(c) Does not arise.

**Joint Water Supply Scheme for Manmad**

361. **Shri Yadav Narayan Jadhav:** Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2020 on the 17th March, 1959 and state:

(a) what steps have since been taken up by the Railway Administration and the Maharashtra State Government to expedite the work of joint water supply scheme for Manmad Municipality and Manmad Railway Station; and

(b) when the work is likely to start?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) It is understood that the Public Health Department of the Maharashtra State Government have now prepared a scheme. The plans and estimates have yet to be administratively approved by the State Government after which the Central Railway will be asked for acceptance of their share of the cost.

(b) The work is likely to start after the scheme is approved by the State Government, and after acceptance of their share of the cost by the Railway and the Municipality.

**P. & T. Employees**

362. **Shri A. K. Gopalan:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of cases of P. & T. employees whose cases were withdrawn, but who have been placed under suspension for departmental action in the Trichur and palghat areas of Kerala;

(b) the number of cases of disciplinary transfers in these two areas;

(c) the number of cases against whom show cause notices have been given for reversion to lower grades; and

(d) the number of employees whose cases have not been withdrawn as yet from the Courts?

**The Minister of Transport and Communications (Dr. P. Subbarayan):** (a) Information is as under:

| Palghat area | Trichur area |
|---|---|
| Nil | 3 |

(b) There is no such disciplinary punishment. Transfers are made in the interests of administration.

| | Palghat area | Trichur area |
|---|---|---|
| (c) | Nil | 8 |
| (d) | Nil | 1 |

**Integral Coach Factory Perambur**

**363. Shri A. K. Gopalan:** Will the Minister of **Railways** be pleased to state:

(a) the number of workers belonging to the Integral Coach Factory against whom suspension or dismissal orders were pased in connection with the Central Government employees' strike in July;

(b) the number who are yet to be reinstated; and

(c) the reasons for the delay in reinstatement of the workers?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):**

| | |
|---|---|
| (a) Number of staff initially suspended | 190 |
| Number of staff initially dismissed or removed from service | 8 |
| Number who were issued notices for termination of services | 52 |
| (b) Number of staff still under suspension | 35 |
| Number of staff not reinstated out of those dismissed or removed | 5 |
| Number of Staff to be reinstated out of those who were given notice of termination of service | Nil |

(c) Cases of employees under suspension are pending in departmental enquiries. The five persons were removed from service taking all factors into consideration and it is not proposed to take them back to service.

**भारतीय और विदेशी जहाजों में आयात किये गये माल का भार**

**३६४. श्री पद्म देव** : क्या **परिवहन तथा संचार** मंत्री यह बताने की कृपा करेंगे कि :

(क) १ जनवरी, १९६० से अब तक भारतीय और विदेशी जहाजों में कितने टन माल आयात किया गया ;

(ख) कितने टन भार माल सरकारी जहाजों द्वारा आयात किया गया और उसकी तुलना में कितना माल अन्य भारतीय जहाजों द्वारा आयात किया गया; और

(ग) नौवहन में आत्म निर्भर होने के लिये सरकार क्या कदम उठा रही है ?

**परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर)** : (क) और (ख). आवश्यक सूचना इकट्ठी की जा रही है और यथाशीघ्र सभा पटल पर प्रस्तुत की जायेगी ।

(ग) भारतीय जहाजरानी के विस्तार के लिये सरकार द्वारा किये गये खास खास प्रयत्नों के विषय में एक विवरण सभा-पटल पर रखा जाता है ।

**विवरण**

सरकार ने राष्ट्रीय जहाजरानी के विस्तार के लिये निम्नलिखित खास खास उपाय किये हैं :—

(१) भारतीय जहाजी कम्पनियों को जहाज खरीदने के लिये आसान शर्तों तथा रियायती ब्याज दर पर ऋण की सहायता ।

(२) देश में जहाजों के बेड़े में वृद्धि करने के लिये सरकारी जहाजी निगमों की स्थापना ।

(३) भारतीय जहाजी कम्पनियों को सहायता के रूप में हिन्दुस्तान शिपयार्ड, विशाखापत्तनम् में बने जहाज कम कीमत पर देना ।

(४) समुद्र पार व्यापार करने वाली भारतीय जहाजी कम्पनियों को विभिन्न अन्तर्राष्ट्रीय जहाजी सम्मेलनों में सम्मिलित होने में सहायता देना ।

(५) विदेशी मुद्रा की भारी कमी के बावजूद भी कम्पनियों को जहाज खरीदने के लिये सीमित मात्रा में विदेशी मुद्रा देना ।

(६) जहाज खरीदने के लिये विदेशी ऋण प्राप्त करना ।

(७) सरकार के अपने माल तथा उसके द्वारा किसी अन्य के लिये मंगाये गये माल के लाने ले जाने में भारतीय जहाजों को मुख्यता देना ।

**Death of Cattle in Tripura**

**365. { Shri Dasaratha Deb: Shri Bangshi Thakur:**

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that there has been cattle epidemic causing death of many cattle in Subroom and Dharmanagar sub-division, Tripura this year;

(b) if so, the number of cattle deaths due to outbreak of cattle epidemic; and

(c) the steps taken to protect the lives of the cattle?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) Yes.

(b) 890.

(c) Immediately on receipt of reports of outbreak of cattle diseases, veterinary staff with necessary medicines was rushed to the two Subdivisions and treatment of affected cattle was taken in hand. Preventive action was also taken by vaccination and inoculation against Rinderpest, Haemorrhagic Septicaemia and Foot and Mouth Disease.

**Lady Hardinge Medical College, New Delhi**

**366. Shri B. K. Gaikwad:** Will the Minister of **Health** be pleased to state:

(a) the number of students admitted in the M.B.B.S. course of the Lady Hardinge Medical College, New Delhi, from 1956-57 to 1960-61;

(b) the number of seats reserved for the Scheduled Castes and Scheduled Tribes students during the period 1956-57 to 1960-61, year-wise;

(c) the number of Scheduled Castes and Scheduled Tribes students actually admitted during the period 1956-57 to 1960-61, year-wise;

(d) what steps Government have taken to encourage the entry of the Scheduled Castes and Scheduled Tribes students in that Institution and various concessions given to them;

(e) whether it is a fact that Scheduled Castes and Scheduled Tribes students who obtained in I.Sc. or Pre-Medical higher percentage of marks than those non-Scheduled Castes and Scheduled Tribes students admitted in the institution were refused admission; and

(f) if so, the reason therefor;

**The Minister of Health (Shri Karmarkar):**

(a)

| | |
|---|---|
| 1956-57 | 60 |
| 1957-58 | 60 |
| 1958-59 | 70 |
| 1959-60 | 70 |
| 1960-61 | 80 |

(b) 20 of the seats were reserved for candidates belonging to Scheduled Castes and Scheduled Tribes and backward classes.

| | |
|---|---|
| (c) 1956-57 | 2 |
| 1957-58 | 8 |
| 1958-59 | 9 |
| 1959-60 | 9 |
| 1960-61 | 16 |

(d) Scheduled Castes and Scheduled Tribes candidates who secure a minimum of 45 per cent marks are admitted against reserved seats while in the case of the others admission is made strictly on the basis of merit.

(e) No.

(f) Does not arise.

**Lady Hardinge Medical College New Delhi**

**367. Shri B. K. Gaikwad:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the seats reserved for the Scheduled Castes and Scheduled Tribes students in M.B.B.S. course of Lady Hardinge Medical College, New Delhi, have been given to non-Scheduled Castes students;

(b) if so, the reason therefor;

(c) whether the Scheduled Castes students who obtained higher percentage of marks than those non-Scheduled Castes admitted students were refused admission; and

(d) if so, the reason therefor?

**The Minister of Health (Shri Karmarkar):** (a) No.

(b) Does not arise.

(c) No.

(d) Does not arise.



**Lady Hardinge Medical College, New Delhi**

**368. Shri B. K. Gaikwad:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Lady Hardinge Medical College and Maulana Azad Memorial Medical College, New Delhi, are affiliated to Delhi University;

(b) if so, whether they recognise the comparmental Pre-Medical examination held by the Delhi University for the purpose of admission in the M.B.B.S. course in 1960-61;

(c) if not, the reasons thereof and what steps Delhi University propose to take against these affiliated colleges; and

(d) what protection they propose to give to those deserving students who passed compartmental examinations with higher percentage of marks than those students admitted in these institutions?

**The Minister of Health (Shri Karmarkar):** (a) Yes.

(b) to (d). According to the prospectus of the Lady Hardinge Medical College for 1960-61 candidates who passed the Pre-Medical or F.Sc. examination in compartment were not eligible for admission to the M.B.B.S. course in that College. Although there was no bar to the admission for such candidiates to the Maulana Azad Medical College, the students who were placed in compartment were not admitted as better candidates were available. No action on the part of the Delhi University appears to be called for.

**Lady Hardinge Medical College**

**369. Shri B. K. Gaikwad:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the last date for the receipt of applications was 10th June, 1960, for admission to the M.B.B.S. course in the Lady Hardinge Medical College;

(b) whether the results of certain Universities for F.Sc. had not been declared by that time;

(c) whether the last date was later on extended to 20th June, 1960;

(d) whether admissions were done hurriedly to suit persons from one particular State; and

(e) whether any students from Karnatak University were admitted though the results of that University were declared after 20th June, 1960?

**The Minister of Health (Shri Karmarkar):** (a) and (b). Yes.

(c) No. Only those applications which were received by the 10th June 1960 were considered. However, some of the students submitted their mark-sheets by the 20th June 1960.

(d) No.

(e) No student from Karnatak University has been admitted.

**Road Transport Industry**

**370. Shri Anirudh Sinha:** Will the Minister of **Transport and Communications** be pleased to state:

(a) what has been the contribution of the road transport industry during the Second Five Year Plan period ending 31st March, 1960;

(b) what is the percentage of contribution by the road transport on the capital invested in roads; and

(c) what is the number of employment provided by the road transport industry including provisions and maintenance of tracks and vehicles besides vehicular operations?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) to (c). The information required is being collected from the State Governments and Union Territories and will be laid on the table of the House as soon as it becomes available.

**Integral Coach Factory**

**371. Shri Ajit Singh Sarhadi:**
**Shri N. R. Muniswamy:**

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 197 on the 5th August, 1960 and state:

(a) whether it is envisaged that Integral Coach Factory, Perambur will become self-sufficient in all the components of the manufacture of coaches; and

(b) what is the total value of annual imports and what percentage it constitutes?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) All components which were initially planned to be manufactured in the Integral Coach Factory, Perambur, are now being produced in the Factory. Certain components are procured from the trade as it is convenient to do so. Of these purchased items only one component is fully imported and 6 components partially imported. Partial indigenous manufacturing capacity has already been developed for the manufacture of these imported items and it is expected that in the course of the next few years sufficient indigenous manufacturing capacity would have been developed to meet the requirements of the Integral Coach Factory for these components.

(b) The approximate value of annual imports of components required for the manufacture of coaches in the Integral Coach Factory is Rs. 24.80 000 for the expected outturn during 1960-61. This would constitute about 2·7 per cent of the total cost of the coaches.

**Flood Cess in Delhi**

**372. Shri Ajit Singh Sarhadi:**
**Shri Pangarkar:**

Will the Minister of **Irrigation and Power** be pleased to refer to the reply

given to Unstarred Question No. 313 on the 5th August, 1960 and state:

(a) whether any decision has been arrived at on the proposals of the Committee; and

(b) if so, the nature of the decision?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) No.

(b) Does not arise.

**Power Units at Bhakra**

**373. Shri Ajit Singh Sarhadi:** Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 314 on the 5th August, 1960 and state at what stage is the scheme for 4 generating units of 1,20,000 kw. each in the Bhakra Right Power Plant and 885 miles of transmission lines and substations?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** Final approval of the Government of India to the Right Bank Power Plant Scheme is proposed to be accorded after the Punjab Government have come to an agreement with the Administrations of Himachal Pradesh and Delhi and the Government of Jammu and Kashmir with regard to the distribution of power to be generated under the scheme.

**Class IV Employees in I.A.R.I.**

**374. Shri Tangamani:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 1825 on the 6th April, 1960 and state:

(a) whether any steps are being taken to confirm the temporary workers in the Indian Agricultural Research Institute against the existing permanent posts; and

(b) if not, the reasons therefor?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) and (b). Confirmation of temporary staff at the Institute is continuously being done when temporary posts are made permanent or when permanent posts fall vacant subject to such restrictions as may be imposed by Government in the interests of economy, reservation for scheduled castes|tribes and other matters of public interest.

**Doubling of Shorannoor-Cochin Railway**

**375. Shri Kodiyan:** Will the Minister of **Railways** be pleased to state:

(a) whether in view of the increasing traffic on the Shorannoor-Cochin Railway, Government have any proposal to double this line; and

(b) if so, when the work is likely to be started?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) No, Sir.

(b) Does not arise.

**Sugarcane Price**

**376. Shri Yadav Narayan Jadhav:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the maximum and minimum prices of sugarcane to be supplied to various sugar factories in different States have been fixed by the respective States for the 1960-61 season;

(b) if so, what are the same, Statewise and on what basis they have been fixed; and

(c) what is the time within which the sugarcane price is to be paid to the agriculturists after the delivery of cane to the sugar factory?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) and (b). The Central Government fixes every year an All-India minimum cane price payable by all the vacuum pan sugar factories in the country for sugarcane purchased by them. Besides the minimum price, the factories are also required to make deferred payment, if found due, in accordance with the price linking formula or any alternative scheme sug-

gested by the State Government concerned and approved by the Central Government. The basic All-India minimum price for sugarcane for the season 1960-61 has been fixed at Rs. 1.62 nP per maund for gate delivery and Rs. 1.50 nP per maund for delivery at rail centres. The minimum price of cane is fixed in accordance with provisions of clause 3(1) of the Sugarcane (Control) Order, 1955.

(c) The minimum price has to be paid within 14 days from the date of delivery rules there is an agreement to the contrary between the parties.

### महोबा स्टेशन

३७७. **श्री रा० स० तिवारी :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि झांसी-मानिकपुर सेक्शन पर महोबा स्टेशन पर अभी तक बिजली नहीं लगी है, विशेषकर जबकि महोबा नगर में एक बिजली-घर है; और

(ख) महोबा स्टेशन पर कब तक बिजली लगने की सम्भावना है ?

**रेलवे उपमंत्री (श्री शाहनवाज खां) :** (क) और (ख) जिन स्टेशनों पर विश्वसनीय रूप से और लगातार बिजली वाजिब दर पर मिलती है, वहां निर्धारित कार्यक्रम के अनुसार बिजली लगायी जाती है । महोबा स्टेशन पर लगातार बिजली नहीं मिलती । इस स्टेशन पर जब लगातार पूरे २४ घंटे बिजली मिलने लगेगी, तो यहां जल्द बिजली लगाने का कार्यक्रम बनाया जायेगा ।

### Doubling of Track between Garhi Harsaru and Khalipur

**378. Shri Ram Krishan Gupta:** Will the Minister of **Railways** be pleased to state:

(a) whether the scheme to double railway line between Garhi Harsaru and Khalilpur on Delhi-Rewari Section has been finalised; and

(b) if so, the details thereof?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) No, Sir.

(b) Does not arise.

### Resettlement of Landless Workers

**379. Shri Ram Saran:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether boards including leading non-official workers for advising on resettlement schemes of landless workers for reviewing the progress from time to time have been set up in States as approved by National Development Council; and

(b) whether a similar board is contemplated at the Centre?

**The Deputy Minister of Agriculture (Shri M. V. Krishnappa):** (a) Not yet.

(b) The matter is under consideration.

### P. & T. Building in Tripura

**380. Shri Bangshi Thakur:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that all the Muffasil Post Offices in Tripura including the Sub-Divisional Town Post Offices are housed in kutcha huts which are hired;

(b) whether Government propose to construct building for all these Post Offices;

(c) if so, when; and

(d) if not, the reasons therefor?

**The Minister of Transport and Communications (Dr. P. Subbarayan):** (a) There are in all 22 Departmental Post Offices (including those at Sub-Divisional Headquarters) in Tripura. Of these, 9 are housed in rented, 4 in rent-free and the rest in Departmental buildings. As per local type of construction in Tripura, mostly these buildings are constructed on a wooden base with bamboo 'tarza' walls. The flooring is either wooden or 'katcha'.

(b) Yes, wherever justification exists and subject to availability of funds.

(c) After acquisition of land and observance of necessary formalities.

(d) Does not arise.

**Flood Control in Eastern Regions**

381. **Shri Bangshi Thakur:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that Representatives of both India and Pakistan met together a few months back with a view to come to decision regarding joint efforts to control flood in Tripura and the adjoining area of Pakistan; and

(b) if so, the details thereof?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) No.

(b) Does not arise.

**पश्चिम रेलवे के पुल**

३८२. **श्री अमर सिंह डामर** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे की रेलवे लाइनों को दोहरा बनाने की योजना के अन्तर्गत माही, अनास तथा अन्य नदियों पर पुल बनाने के लिये धन मंजूर हो गया है;

(ख) यदि हां, तो कितना धन मंजूर किया गया है; और

(ग) किन-किन नदियों पर पुल बनाये जायेंगे ?

**रेलवे उपमंत्री (श्री सें० वें० रामस्वामी)** : (क) से (ग). माही और अनास नदियों पर पुल बनाने के लिये कोई रकम मंजूर नहीं की गयी है । दोहरी लाइन बिछाने की योजना के अन्तर्गत पानम, हडप, खान और कुरेल नदियों पर पुल बनाने के लिये २७.५७ लाख रुपये की रकम मंजूर की गयी है ।

**रतलाम और नागदा स्टेशनों के बीच रेलवे लाइन को दोहरा करना**

३८३. **श्री अमर सिंह डामर** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के रतलाम और नागदा स्टेशनों के बीच रेलवे लाइन को दोहरा करने का जो कार्य हो रहा है उसके लिये कितनी राशि मंजूर की गई है; और

(ख) यह कार्य कब तक पूर्ण हो जाने की आशा है ?

**रेलवे उपमंत्री (श्री सें० वें० रामस्वामी)** (क) और (ख). रतलाम-नागदा लाइन के रतलाम-बागरोद (६ मील) और बिलवान्या-नागदा (५ मील) सेक्शनों में दोहरी लाइन बिछाने की मंजूरी मार्च, १९५८ में दी गयी थी । इस काम की अनुमानित लागत ७९.७९ लाख रुपये है । बागरोद और बिलवान्या तक (१४.५ मील) के बाकी हिस्से में दोहरी लाइन बिछाने का काम भी अक्टूबर, १९६० में मंजूर किया गया, जिसकी अनुमानित लागत १०१.५५ लाख रुपये है । पहले दो सेक्शन माल-यातायात के लिये खोले जा चुके हैं और आशा है कि मार्च, १९६१ में ये यात्री-यातायात के लिये भी खोल दिये जायेंगे । बांगरोद-बिलवान्या सेक्शन पर दिसम्बर, १९६२ तक काम पूरा हो जाने की आशा है ।

**Import of American Millets**

384. **Shri P. G. Deb:**
**Shri Arjun Singh Bhadauria:**

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether American millets have been imported during this year for Mysore scarcity areas; and

(b) if so, the amount spent and the quantity distributed so far?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):** (a) Yes, arrangement has been made for

the import of milo from U.S.A. and this is expected to start arriving in December. After arrival in this country, the milo will be supplied to the Mysore Government for distribution in the scaricity affected areas of Mysore State.

(b) Does not arise.

**Integrated Medical Courses in Delhi**

385. { **Shri Radha Raman:** / **Shri Shree Narayan Das:**

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a change in the present medical courses in Delhi is contemplated by Government to integrate them; and

(b) if so, what are these changes and how they will be brought about and what will be the results thereof?

**The Minister of Health (Shri Karmarkar):** (a) and (b). A proposal to integrate the pre-professional course *i.e.* Pre-Medical with the M.B.B.S. Course in the Medical Colleges in Delhi is under the consideration of the Delhi University. It is proposed that the Pre-Medical Course which is at present conducted by the Science Colleges of the Delhi University should be conducted by the Medical Colleges in Delhi and the total period at the medical colleges should thus be increased from 5 to 6 years.

**Intermediate Ports Development Committee**

386. { **Shri Hem Barua:** / **Shri Chintamoni Panigrahi:** / **Shri Goray:** / **Shri Assar:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Report of the Intermediate Ports Development Committee was circulated to the States and their views obtained on the recommendations of the Committee; and

(b) if so, what are they?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) and (b). The Report of the Intermediate Ports Development Committee has been circulated to the Maritime States of Orissa, Andhra Pradesh, Madras, Kerala, Mysore, Maharashtra and Gujarat asking for their views thereon. None of the State Governments except Gujarat have so far furnished their views. The Government of Gujarat have endorsed the views of Shri H. P. Oza, their Principal Port Officer and Engineer, which are already contained in his Note of Dissent of the report. Copies of the report have already been placed in the Library of the Parliament.

The report of the Intermediate Ports Development Committee was considered in a Special Meeting of the National Harbour Board held on 11th November, 1960. The Board generally endorsed the tentative provision made a copy of which is laid on the Table. [*See* Appendix I, annexure No. 70] in the Third Five Year Plan with the changes indicated against Ratnagiri and Porbandar. The Government of India will shortly finalise consideration of the report of Intermediate Ports Development Committee in the light of the recommendations of the National Harbour Board.

**Railway Police at Stations**

**387. Shri Raghunath Singh:** Will the Minister of **Railways** be pleased to state how many A, B and C class railway stations have Railway Police Force at present?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** 'A' Class stations—47.

'B' Class stations—526.

'C' Class stations—46.

Note—The information regarding the stations on Rajasthan portion of

the Northern Railway is not available at present and will be placed on the Table of the House when received.

**Sub-Soil Water in Delhi**

**388. Shri Ram Krishan Gupta:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the scheme to drain sub-soil water in Delhi with a view to counteract the dangers of rising sub-soil water in Delhi has been finalised; and

(b) if so, the details thereof?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) A scheme to lower sub-soil water level in New Delhi is being implemented by the Ministry of Works, Housing and Supply. No scheme has been formulated for the other areas of Delhi Territory.

(b) The broad features of the above scheme are:

(1) Sinking of 303 tube wells for pumping out sub-soil water.

(2) Providing of underground drainage in the Central Vista lawns.

(3) Laying of Porous concrete drains in the Central Vista.

(4) Regarding of berms and lawns in New Delhi.

(5) Providing sprinkler equipment for economy in the use of unfiltered water for gardening.

(6) Improvement of surface drainage by the local bodies concerned.

**Assam Rail Link**

**389. Shri Hem Barua:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Assam Rail Link has been given high priority in Government plans to introduce diesel traction on sections with high density of traffic;

(b) if so, what steps have been taken so far to implement this plan; and

(c) whether diesel locomotives are available?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) It is proposed to introduce diesel traction for running of through goods train on the Barauni-Amingaon section, which includes the Assam Rail Link as soon as the necessary diesel locos are available.

(b) and (c). Action is being taken to procure the necessary diesel locomotives.

**Hogenakkal Scheme**

**390. Shri Tangamani:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Hogenakkal Scheme will be implemented jointly by Governments of Madras and Mysore;

(b) if so, the steps taken; and

(c) if the answer to part (a) above be in the negative, the steps taken by Government and the Central Water and Power Commission for taking up this Scheme?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) to (c). There is at present no proposal about the implementation of the Hogenakkal scheme jointly by the Governments of Madras and Mysore. If the two State Governments want to undertake this scheme jointly, it is for them to come to an agreement in the first instance, and then submit a joint proposal for consideration of the Government of India.

**Power Development Committee of South Zone**

**391. Shri Tangamani:** Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to

Starred Question No. 409 on the 16th August, 1960 and state:

(a) whether the Power Development Committee of South Zone has submitted its Report;

(b) if so, the action taken by the Zonal Council on the same; and

(c) whether the Report will be laid on the Table?

**The Deputy Minister of Irrigation and Power (Shri Jaisukhlal Hathi):** (a) and (b). The Committee has submitted its report, which will be considered by the Council at its next meeting.

(c) Copies of the proceedings, embodying the decisions of the Council on the Committee's Report, will, as usual, be placed in the Library of Parliament.

**Temporary Workmen**

**392. Shri Tangamani:** Will the Minister of **Railways** be pleased to state:

(a) whether steps have been taken for confirming the temporary workmen as per recommendations of the Pay Commission;

(b) if so, the number so far confirmed;

(c) how many are still temporary in the Railways; and

(d) how long will it take for confirming the temporary hands?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) to (d). The extant procedure on Railways already requires:

(1) that temporary posts should be created only when the work is *prima facie* of a temporary nature;

(2) that the authority competent to sanction the posts and the Financial Advisers should watch that temporary posts are not created when there is actual justification for creation of permanent posts; and

(3) that the workshop staff after completion of three years' serving should he treated as permanent.

Consequently, the percentage of temporary posts on Railways is kept to the minimum and is comparatively low. The Commission themselves have recognised this and have observed that the orders issued by the Railway Board are unexceptionable and the proportion of temporary staff on Railways cannot be regarded as high, *vide* para 8 of Chapter XLVI (page 516) of their Report. As such the question of taking further steps for making temporary posts into permanent ones as per the Commission's recommendations does not arise on Railways.

It may be added that in order to ameliorate the conditions of temporary employees, such employees who have completed 3 years' service have recently been granted certain benefits of permanency which they did not enjoy in the past.

**Waltair Railway Junction**

**393. Dr. Vijaya Anand:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Waltair Railway Junction, where three main lines meet, has only two platforms of which only one serves for through trains;

(b) whether it is a fact that the incoming trains are often held up for a long time at distant signals if another through train happens to be on the platform, thus resulting in great hardship to the passengers and causing delay in running the train to time; and

(c) whether it is a fact that there are no suitable retiring rooms at the Station as at other important junctions?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) Yes, Sir.

(b) Incoming trains are not held up at distant signals often. It is quite possible, however, in the case of late running of a through train due to certain operational factors, the train arriving late may be detained at outside signals, for a few minutes.

(c) There is no retiring room at present. It is proposed to provide a retiring room during the current financial year and the work will be taken in hand shortly.

**C.H.S. Dispensary for West Patel Nagar**

**394. Shri Ram Krishan Gupta:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a C.H.S. dispensry was sanctioned in the beginning of 1959 for West Patel Nagar;

(b) if so, whether the dispensary has been opened; and

(c) if not, the reasons therefor?

**The Minister of Health (Shri Karmarkar):** (a) Yes, Sir.

(b) The dispensary is expected to start functioning shortly.

(c) The dispensary could not be opened so far on account of difficulty in finding suitable accommodation.

**Uniform Rate for Electricity**

**395. { Shri P. R. Patel: / Shri M. M. Gandhi:**

Will the Minister of **Irrigation and Power** be pleased to state whether Government propose to pool electricity throughout the country and supply at uniform price to agriculture and industry as has been done in case of cement and iron?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** The reply is in the negative.

**Jaldhaka Project**

**396. Shri Hem Barua:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the progress of work of the Jaldhaka Project is being retarded and slowed down due to some difficulties; and

(b) if so, what are those difficulties and what steps are being taken to overcome them?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** (a) and (b). No difficulties have been brought to the notice of the Government of India by the West Bengal State Electricity Board, who are executing the Project.

**Indian Ships Involved in Cyclone**

**397. Shri Radha Raman:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any Indian cargo ships were involved in the recent high velocity cyclone and tidal bores which affected East Pakistan coastal belt; and

(b) if so, the details and loss of property and life, if any?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No casualty report about any Indian ship having been involved in this cyclone has been received so far.

(b) Does not arise.

**Night Air Mail Service to Nagpur**

**398. Shri Balkrishna Wasnik:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is a move to stop night air mail service to and from Nagpur; and

(b) if so, the reasons therefor?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) The Indian Airlines Corporation are considering

the feasibility of operating direct flights between Bombay, Calcutta, Delhi and Madras by Viscounts by night, which may mean discontinuance of night halt at Nagpur.

(b) The object is to improve the rate of revenue earned per passenger mile on night air mail service which now falls short of the rate on the corresponding direct services.

**Appeals preferred by Railway Employees**

**399. Shri Balkrishna Wasnik:** Will the Minister of **Railways** be pleased to state:

(a) the number of appeals from the Railway employees preferred to the General Managers of various Railways, which are undecided for more than three months, Railway-wise;

(b) the nature of such appeals; and

(c) the reasons for the delay in deciding the said appeals within reasonable time?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) to (c). Information is being collected from the Railways and will be laid on the Table of the House.

**Medical Colleges outside Delhi**

**400. Shri B. K. Gaikward:** Will the Minister of **Health** be pleased to state:

(a) whether Government nominates students for admission in M.B.B.S. course in Medical Colleges outside Delhi;

(b) if so, what is the criterion of such nominations;

(c) whether it is a fact that some advance class (Brahmin) girls who secured lesser percentage of marks were nominated;

(d) have any scheduled Castes and Scheduled Tribes students been nominated;

(e) if not, the reason therefor; and

(f) will Government lay on the Table of the Lok Sabha a statement giving full details of such students nominated by the Government during the last three years?

**The Minister of Health (Shri Karmarkar):** (a) Yes.

(b) The selection of the candidates is made on merit.

(c) No preference is given to candidates belonging to any class other than Scheduled Castes and Scheduled Tribes.

(d) Yes.

(e) Does not arise.

(f) A statement is laid on the Table. [*See* Appendix I, annexure No 71].

**पशुओं के मेले**

**४०१. श्री ब्रजराज सिंह :** क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे :

(क) क्या देश के विभिन्न भागों में होने वाले प्रसिद्ध पशुओं के मेलों के लिये केन्द्रीय सरकार अनुदान के रूप में कोई वित्तीय सहायता देती है ;

(ख) यदि हां, तो ये पशुओं के मेले कौन-कौन से हैं और उनमें से प्रत्येक को कितनी वार्षिक सहायता दी जाती है; और

(ग) पशुओं के इन मेलों को किस आधार पर वित्तीय सहायता दी जाती है ?

**कृषि उपमंत्री (श्री मो० वें० कृष्णप्पा) :** (क) से (ग) पशुओं के मेलों के लिये केन्द्रीय सरकार कोई वित्तीय सहायता नहीं देती है । फिर भी द्वितीय पंचवर्षीय योजना के अन्तर्गत राज्य-पशु मेलों के समस्त व्यय का ५० प्रतिशत पूरा करने के लिये जो कि अधिक से अधिक ५००० रुपये प्रति राज्य प्रति मेला हो सकता है, राज्य सरकारों को अनुदान दिये जाते हैं ।

**12 hrs.**

## PAPERS LAID ON THE TABLE

### AMENDMENT TO PUNJAB MOTOR VEHICLES RULES AS APPLIED TO HIMACHAL PRADESH

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** Sir, I beg to re-lay on the Table a copy of Notification No. H(T)14-787/58 published in Himachal Pradesh Administration Gazette dated the 30th July, 1960, making certain amendment to the Punjab Motor Vehicles Rules, 1940 as applied to Himachal Pradesh, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939. [*Placed in Library, See* No. LT-2337/60].

### NOTIFICATION ISSUED UNDER AGRICULTURAL PRODUCE (DEVELOPMNT AND WAREHOUSING) CORPORATIONS ACT

**The Minister of Community Development and Co-operation (Shri S. K. Dey):** Sir, I beg to lay on the Table a copy of Notification No. G.S.R. 1270 dated the 29th October, 1960 issued under section 3 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956. [*Placed in Library, See* No. LT-2445/60.]

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## BUSINESS OF THE HOUSE

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** With your permission, Sir, I rise to announce that Government business in this House for the week commencing 21st November will consist of—

(1) Consideration and passing of the following Bills—

The Mahendra Pratap Singh Estates (Repeal) Bill, 1960;

The Indian Post Office (Amendment) Bill, 1960;

The Prevention of Cruelty to Animals Bill, 1960, as passed by Rajya Sabha.

(2) Further consideration and passing of the Companies (Amendment) Bill, 1959, as reported by the Joint Committee.

(3) Discussion on the Annual Report of the Indian Refineries Limited for the period from the 22nd August, 1958 to the 31st March, 1959, on a motion to be moved by Shri Diwan Chand Sharma, on Monday, the 21st November, 1960 at 3 P.M.

(4) Discussion on the international situation with particular reference to the matters that came up before the United Nations General Assembly in its last session, on a motion to be moved by the Prime Minister on Tuesday, the 22nd November, 1960 after disposal of questions.

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## RELIGIOUS TRUSTS BILL

### EXTENSION OF TIME FOR PRESENTATION OF REPORT OF JOINT COMMITTEE

**Shri C. R. Pattabhi Raman** (Kumbakonam): Sir, I beg to move:

"That the time appointed for the presentation of the Report of the Joint Committee on the Bill to provide for the better supervision and administration of certain religious trusts, be extended upto the 28th February, 1961."

**Mr. Deputy-Speaker:** The question is:

"That the time appointed for the presentation of the Report of the Joint Committee on the Bill to provide for the better supervision and administration of certain religious trusts, be extended upto the 28th February, 1961."

*The motion was adopted.*

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**12.03 hrs.**

## PREVENTIVE DETENTION (CONTINUANCE) BILL*

**The Minister of Home Affairs (Shri G. B. Pant):** Sir, I beg to move for leave to introduce a Bill to continue the Preventive Detention Act, 1950, for a further period.

**Some Hon. Members:** No, no.

**Shri Braj Raj Singh** (Firozabad) *rose—*

**Mr. Deputy-Speaker:** Is that the way in which we should proceed?

**Shri Tyagi** (Dehra Dun): That shows the guilty conscience.

**Shri Braj Raj Singh:** Sir.....

**Mr. Deputy-Speaker:** Let me first place the motion before the House.

Motion moved:

> "That leave be granted to introduce a Bill to continue the Preventive Detention Act, 1950, for a further period."

**Shri Braj Raj Singh:** May I oppose it?

**Shri A. K. Gopalan** (Kasergod) *rose—*

**Mr. Deputy-Speaker:** According to the Rules of Procedure, I can allow only one hon. Member to oppose it. If the Opposition can agree upon one hon. Member, I will call him. But there cannot be any discussion on that. He can briefly say that he opposes it. I might read out the Rule.

**Shri T. B. Vittal Rao** (Khammam): We know it.

**Mr. Deputy-Speaker:** Certainly hon. Members know much more that I do.

**Shri Tyagi:** May I rise on a point order? A convention had been established that at this stage....

**Shri Braj Raj Singh:** There is no convention. There are hon. Ministers who have opposed it....(*Intrruption*).

**Mr. Deputy-Speaker:** Would every hon. Member give his own ruling? They should allow me. When that is put regularly, they can express their opinion.

**Shri Tyagi:** May I raise a point of order? For some time past we have been observing a convention and it was also once decided by the Chair to maintain that convention that at this stage of the Bill there should be no opposition to it. Hon. Members who are inclined to oppose the Bill will get ample opportunities for opposing it....(*Interruption*).

**Shri A. K. Gopalan:** This convention was not.....

**Mr. Deputy-Speaker:** I am sorry to see that hon. Members do not even have patience to hear me. Let me state my reaction to it. Perhaps then there might be no necessity to argue it further.

It is not a point of order. The hon. Member has not pointed out any law or rule on that. He has only said that there is a convention that we have been following.

**Shri A. K. Gopalan:** That is wrong.

**Mr. Deputy-Speaker:** We have been following the practice that at this stage no Bill should be opposed, but when an hon. Member presses that he will oppose it we have been allowing it. Not only in the case of Preventive Detention but on other Bills also this decision.....

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**Published in the Gazette of India Extraordinary Part II-Section 3, dated 18-11-60*

**Shri A. K. Gopalan:** Will you kindly allow me to point out that that is not correct?

**Mr. Deputy-Speaker:** When I am upholding that objection, why should it be necessary for the hon. Member to do so. The Government also has opposed a Bill at the introduction stage. The Opposition also had the opportunity of opposing it. Shri Kamath's Bill was opposed when he wanted to introduce it. There have been cases. Therefore I cannot say that there is a hard and fast rule which we have been following. So far as opposition to this motion is concerned that would be allowed. Will the hon. Minister like to say anything at this stage or will he like to listen?

**Shri G. B. Pant:** If they will allow me, I will listen.

**Shri Braj Raj Singh:** Mr. Deputy-Speaker, Sir, it is my painful duty to oppose the introducetion of this Bill..... (*Interruption*)

**An Hon. Member:** Not painful.

**Mr. Deputy-Speaker:** They do not allow their own hon. Member to speak.

**Shri Braj Raj Singh:** I call it a painful duty. I was sorry to see that Shri Tyagi did not even understand rule 72 of our Rules of Procedure.

**Mr. Deputy-Speaker:** That is not before us now.

**Shri Braj Raj Singh:** I want to oppose it for certain specific reasons. This law has been working in a manner by which even the working of Parliament might become useless. During the last six months two hon. Members of this Parliament belonging to my Party have been detained. One Shri Prabhu Narayan Singh.....

**Mr. Deputy-Speaker:** When I wanted to read out the rule, an hon. Member obstructed me saying that all of them knew what the rule was. Now the hon. Member will be transgressing those limitations that are laid down. A brief explanation only can be given. Those cases cannot be cited at this moment. It is only the introduction stage.

**Shri Braj Raj Singh:** I was submitting that even the working of Parliament might be made absolutely useless if the Bill goes on continuing. That was my point. By way of illustration I said that certain hon. Members of Parliament even were detained. My purpose in opposing this Bill at the introduction stage is this. In 1950 this Act was enacted. Since then, for 10 years, this law has been continuing. We have had two plans during this period. We are time and again told that the country is making very great progress. Even then, we require such laws in the armoury of the Government to suppress the opposition so that nobody shall be allowed to have a regular trial in a court of law. My point in opposing this is, there are enough laws in the hands of the Government to deal with the normal situation which is existing in the country. We do not say that the country is passing through an abnormal situation. The situation is normal. They should not try to continue this law for all time to come. In this law, they require power for three more years. That would mean that since 1950, it will be continuing up to 1963, that is 13 years. This becomes a permanent law.

**Mr. Deputy-Speaker:** Now, he should conclude. A brief explanatory statement has been made.

**Shri Braj Raj Singh:** The manner in which they are going to continue the law is also objectionable. We will not be allowed to move amendments in the body of the law. They have adopted a procedure by which they can continue the law. We shall be able to discuss the general principle.

[Shri Braj Raj Singh]

We shall not be allowed to move amendments to the body of the law. The feeling against this law in the country is so vast, so deep, that the country will not like that the law should be continued for any more time. They want to continue the law for three years. We should like that such a Bill should never be introduced. That is the reason why we have decided to oppose at this very moment.

**Some Hon. Members:** That is a lawless law.

**Mr. Deputy-Speaker:** Let us hear the hon. Home Minister.

**Shri G. B. Pant:** I am sorry that the hon. member should have considered it necessary to oppose this motion at this stage. But, I am not surprised. I appreciate the feeling of some of the hon. Members. I wish they were in a position to appreciate the entire position in the country and then form an opinion on the matter. The hon. Member who has opposed this motion belongs to a party which has made it a part of its normal political activity....

**Shri Braj Raj Singh:** We are proud of it. It is perfectly non-violent.

**Shri G. B. Pant:** You are ,of course. I do not want to hurt your pride at all.

....which has made it a part of its normal political activity to organise civil disobedience campagin all over the country. While this law does not deal with violence as such alone, are people to be allowed to continue a non-violent campaign for paralysing the entire social and economic life of the country?

**Shri Braj Raj Singh:** That is a fundamental right.

**Mr. Deputy-Speaker:** Order, order. Let us hear.

**Shri G. B. Pant:** I do not want to go into the merits of the case.

**Shri Naushir Bharucha** (East Khandesh): There are no merits.

**Shri G. B. Pant:** I think the opposition was perhaps very generous in putting forward as their spokesman a gentleman who belongs to a party which has as its creed the organised breach of all laws.

**Shri Braj Raj Singh:** Unjust laws.

**Shri G. B. Pant:** Unjust laws? Very well. All laws as are passed by this Parliament may well be regarded as unjust by those who want to carry on a continuous campaign of lawlessness in the country. Do hon. Members even in the opposition want such a campagin to be continued from day to day and week to week and all over the country—not in any one part of the country but all over.

**Shri Asoka Mehta:** (Muzaffarpur): It has been withdrawn.

**Shri G. B. Pant:** I think he has, by asserting that he is pround of it, made it necessary for us to have a law of this nature.

**Some Hon. Members:** No, no.

**Shri G. B. Pant:** He is proud of it. We do not want to hurt his pride. But, we have to protect the community to the extent we can so long as we are charged with the responsibility of looking after the maintenance of law and order. I am glad to learn that Members are satisfied that the law and order situation is quite normal all over the country.

**An Hon. Member:** In Assam also.

**Shri G. B. Pant:** I hope that is not a casual remark made incidentally on

this occasion but that it will be borne in mind throughout the discussion too, whether over this measure or other measures, and all hon. Members will see that this state of normalcy is maintained or improved upon. It is for them to so regulate their own affairs so far as those who are inclined to break the law are concerned, that the occasion for the application of the provisions of this Preventive Detention Act or any other does never arise. It is no pleasure to us to take action against any one. We want to get rid of crime in our country by other means, and we are having the probationary methods, and so many other things. The very fact that this is being extended only for three years....

**Some Hon. Members:** Only?

**Shri Braj Raj Singh:** Why not extend for 10 years? Why not extend for the whole of life?

**Shri G. B. Pant:** .... in spite of all the challenges that are being thrown, indicates that we are not anxious to maintain such laws. We have already repealed laws like the Press (objectionable Matters) Act and others. We want to enlarge the liberties of the people.

**Some Hon. Members:** Oh!

**Shri G. B. Pant:** Yes. But, in order to enlarge such liberties and to enable the people to enjoy them, it is necessary that others do not interfere with law and order in such a manner that people are not able to enjoy the liberties which we want them to enjoy. The fault does not lie with us. Let all people agree that there will be no recourse to anything unlawful in the country so far as sensible gentlemen are concerned and responsible persons are concerned and I hope it will not be necessary to maintain this Act when it is passed, as I hope it will be, even for the full period of three years. But, the remedy, I think, lies more in their hands than in mine.

**Shri Braj Raj Singh:** What about other laws?

**Mr. Deputy-Speaker:** The question is:

> "That leave be granted to introduce a Bill to continue the Preventive Detention Act, 1950, for a further period."

Let the lobby be cleared—

I would just request hon. Members to bear in mind how the automatic voting machine has to be worked. Usually, complaints are brought afterwards. I would not be correcting mistakes. If there is any negligence on the part of hon. Members to work on this machine, that cannot be condoned; but, if the machine does not work, then, certainly, that would be taken notice of, and correction made accordingly. Both hands are to be used, one on the switch and the other on the voting button, and they must be continuously used till the second gong has gone. That should be borne in mind.

*The Lok Sabha divided:*

**Raja Mahendra Pratap** (Mathura): My button has not worked.

**Mr. Deputy-Speaker:** That would be checked later. For the present, I shall add one vote. But to which side?

**Raja Mahendra Pratap:** I want to vote for 'Noes'.

**Ch. Ranbir Singh** (Rohtak): There is something wrong. There are two seats in my row, but I find from the light indication board that I am alone.

**Dr. Syed Mahmud** (Gopalganj): My button has not worked. I want to vote for 'Ayes'.

**Shri Indrajit Gupta:** My button has not worked. My vote is for 'Noes'. There is no light on my table.

**Shri Nana Patil** (Satara): My button has not worked. I want to vote for 'Noes'.

**Shri Pocker Sahib** (Manjeri): The button on my table has not worked. I want to vote for 'Noes'.

**Shri Sampath** (Namakkal): My vote has not been registered.

**Mr. Deputy-Speaker:** If it was by mistake, then I would not correct.

**Shri Sampath:** It is not by mistake. It has not been recorded.

**Shri B. C. Prodhan:** (Kalahandi-Reserved-Sch. Tribes): My button has not worked. I want to vote for 'Noes'.

**Shri J. R. Mehta** (Jodhpur): My button has not worked. I want to vote for 'Ayes'.

**Shri Hanmanth Rao** (Madak): My button has not worked I want to vote for 'Ayes'.

Mr. Deputy Speaker: The result of the division* is as follow:

*Ayes*: 175; *Noes*: 58

So, the 'Ayes' have it. The motion is adopted.

*The motion was adopted.*

**Shri G. B. Pant:** I introduce the Bill.

**12.26 hrs.**

## FORWARD CONTRACTS (REGULATION) AMENDMENT BILL†

**The Minister of Commerce (Shri Kanungo):** I beg to move for leave to introduce a Bill further to amend the Forward Contracts (Regulation) Act, 1952.

**Mr. Deputy Speaker:** The question is:

> "That leave be granted to introduce a Bill further to amend the Forward Contracts (Regulation) Act, 1952.".

*The motion was adopted.*

**Shri Kanungo:** I introduce the Bill.

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## COMPANIES (AMENDMENT) BILL

**Mr. Deputy-Speaker:** The House will now proceed with the further consideration of the following motion moved by Shri Kanungo on the 15th November, 1960, namely:—

> "That the Bill further to amend the Companies Act, 1956, as reported by the Joint Committee, be taken into consideration."

Shri Prabhat Kar was in possession of the House. He has taken two minutes already. He may continue his speech now.

Hon. Members are aware that we have to conclude the general discussion and the reply thereto by 2.30 P.M. because at 2.30 P.M. we have to take up Private Members' Resolutions. How long will the hon. Minister take?

**Shri Kanungo:** Shri Lal Bahadur Shastri will reply to the debate. He would take about an hour.

**Mr. Deputy-Speaker:** I shall call him at 1-30 P.M.

**Shri Prabhat Kar** (Hoogly): Yesterday, I was pointing out that it was not only Shri M. R. Masani who had suggested that all the provisions that

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*Names of Members who had recorded votes have not been included under the direction of the Speaker as the photo copy of Division result did not clearly show the names of all members.

†*Published in the Gazette of India Extraordinary Part II—Section 2, dated 18th November, 1960.*

have been included in this amending Bill would create complications in the working of joint-stock companies and retard their progress and, therefore, they should be left alone without any impediments being put on their progress, but three Members of the ruling party, namely Shri Somani, Shri Babubhai M. Chinai and Shri P. D. Himatsingka have also expressed similar apprehensions in their minute of dissent.

The point is that those who represent the big money interests feel that they should be allowed to run their companies in their own way, and any legislation to regulate their working will create complications in the working of joint-stock companies. When the Companies Act was passed in 1956, there was widespread apprehension raised by these persons that it would retard the progress of the joint-stock companies. But we find that during the period 1956 to 1960, more than three complete years, it has not done anything of that kind. Far from being hampered, the corporate sector has made tremendous strides from the point of view of the fulfilment of the Second Five Year Plan. Their profits have increased, and their dividends have increased. So far as the capital is concerned, during this period, it has increased by leaps and bounds. Now, when these amendments have been put in, it is said that it will create complications in the working of the companies.

Another point raised was that the joint stock companies are formed with a view to earn profit. Production is for the community. I do not know how in the year 1960 when we are talking of a Third Five Year Plan and discussing it after two successive Plans which we have passed through, I do not know how in a planned economy such as ours, such a concept can still be advocated that production is meant for profit, and there must not be any hindrance put on the working of joint stock companies whereby their profit is to be regulated. It is admitted on all hands that the economic life of the country is dependent on the success of the Plan and planning means proper guidance and proper control over production and distribution. If some people think that production should be meant only for profit and not for the community, I would say that they will have to go out of joint stock company business because their ideas are not only suited but will not be accepted by anybody in this country.

I will not deal with the details of all the provisions of the Bill. I would only draw attention to two or three specific points which have already been discussed here. First, I turn to clause 43A dealing with public companies and private companies. The new clause which has been incorporated has really created such a complication that I feel it will be difficult for the adminstration to operate it in practice; there are so many provisions and other things put in here that I do not know how it will be possible for the Company Law Administration to detect the mischiefs that might be committed through all these provisions by the companies intent on doing so. We know that so far as these matters are concerned, the big money interests employ the best brains in the country to circumvent the provisions of the law.

I would only draw attention to one point. I would ask why it is necessary to give private companies relief from the provisions of the Companies Act. So far as the private companies are concerned, the restriction is that the number of shareholers should not exceed 50, but so far as their working and their domain are concerned, they can enter into any sort of business. In that case, if they deal with large amounts, they deal with production which affects the community. So there is no reason why the provisions of the Companies Act which puts some control over the working of public companies should not also be made aplicable to the private companies. I

[Shri Prabhat Kar]

would request the hon. Minister to consider doing away with this distinction between private limited and public limited companies.

Coming to new clause 70 regarding special audit, much has been said about it. It has been argued that once Government order a special audit, the company concerned will be humiliated and the auditors who had first audited the balance sheet would also find it difficult to carry on in their professional world. Shri M. R. Masani says that we should leave the matter to the shareholders and directors, and if they do something wrong, they will suffer and the company will go into liquidation, but we should not interfere. I want to draw the attention of the House to two or three points. Today joint stock companies get loans from banks—huge loans—to run those institutions. If a particular company goes into liquidation, it is not simply the shareholders who will be hit; it will hit the bank and the depositors' money, for which Government are also responsible. Today, the Industrial Finance Corporation, the State Financial Corporations and other financial corporations give loans to companies for their operations. If any of these companies indulges in malpractices and goes out of existence who is going to suffer? It is not only the shareholders, but the community at large which will suffer. Government have got a direct responsibility to look into the working of these companies.

Apart from that, today as a result of the closure of companies, we have seen huge numbers of workers being thrown out of work. They are being retrenched or dismissed. Often, we have found in industrial dispute that it has been held by courts, and advocated by those persons whose cause Shri M. R. Masani is advocating here, that in the distribution of the profits the matter should not be left only to the shareholders and the workers, but the community should also be considered. Now at the time of depriving the workers, the community should be approached, but at the time of indulging in malpractices, the community should not come into the picture; it should be decided by the board of directors and Government should not interfere. This is their logic. They say Government should not come in because a special audit will create complications in their work. The special audit will reveal how they have been manipulating the business to the detriment of the shareholders and the community. That is why this new clause 70 has been put in. It is very very important. I welcome it and I congratulate the Joint Committee on having put it in the Bill.

One good thing is that under clause 181, in respect of retrenchment compensation preferential payment has been provided for. But it has been restricted only to Rs. 1,000. You know that very recently there have been closures of many textile mills because of malpractices and mismanagement. The first person to be hit by these malpractices of the board of directors is the poor worker. Even then, the compensation to which the workers are entitled under law could not be secured. It has now been provided that they should be given preferential payment, but it has been restricted to only Rs. 1,000. I would request the hon. Minister to consider increasing the limit to Rs. 2,500, because when a worker goes out of job, it will not be possible for him to maintain himself on the amount of Rs. 1,000.

As regards clause 99 which deals with sole selling agency, the point has been raised that there should not be a restriction on sole selling agency. Today it is not restricted in that way. According to the amendment, the Government will consider the terms and conditions of the sole selling agency and if they are not in the national interest, they will step in. I want to ask why there should

not be a restriction on the sole selling agency system. Today the price of every commodity is rising as a result of which the common people are suffering. The prices that are prevailing in the market have no relation whatsoever with the cost of production. Over and above the cost of production, the agency commission is there which is fixed in such a way that they will earn more profit. So naturally the commodities that are coming in the market will be more costly than they should be. Under the circumstances, it is necessary for Government to have a check on the terms and conditions of the sole selling agency.

Shri M. R. Masani in his Minute of Dissent has hinted that it may be that the Government are thinking of bringing the State Trading Corporation into the picture. I do not think that Government are thinking on those lines. I would welcome it if they are. I would suggest that it is necessary that so far as the distribution is concerned, it should not be left in the hands of the private entrepreneur whose only aim is to earn profit and not equal distribution; it should be handled by the State Trading Corporation, although I know that the STC is not thinking on those lines. In these matters, we should be rather clear about the working of the joint stock companies. We are today thinking of distributing the industries to the backward areas so that industries may not be concentrated in one particular place. What has the private sector done about it till now? It will not go to any region where it is not sure of any profit. There are so many backward places and still they have not opened their industries there. They are after profit and not interested in the service of the community. If things are left in the hands of the private sector, without proper control and guidance, the country will not develop.

Much has been said about the contribution to the political parties. Shri Morarka spoke as if we were thinking of it just now. It is not a new thing. Perhaps it may be the first time that it is brought under the Companies Act as a charity. The feelings of all Members—Both the Congress and the Opposition—had been expressed. But it is not so simple as is sought to be explained. The question was asked whether the Government or the ruling Party was influenced as a result of the contributions or not. When there is every possibility of its being misunderstood, it is only fair that this clause should have been deleted. Even the Judges did not like this. They are not politicians belonging to this party or that party. I do not want to quote what Justice Chagla had said. The Government should reconsider this particular issue.

The Companies Act of 1956 was expected to see that there was no concentration. It is yet to be fulfilled. From the report of the Company Law Administration, we find that various lacunae still exist. Three companies of Birla Brothers control 50 companies with a share capital of Rs. 18 crores. 10 or 12 big concerns control 85 per cent of the business in India. Having agreed on a socialist pattern, it is necessary to break this concentration of companies in one or the other group. The Companies (Amendment) Bill has not yet been able to make a determined effort in this direction. So far as the other good provisions are concerned, I would strongly support them and I would urge reconsideration of the particular clauses on which I have commented.

**Mr. Deputy-Speaker** Shri Muniswamy. Shri Surendranath Dwivedy. Shri Jadhav. Shri S. M. Banerjee.

**Shri Sinhasan Singh** (Gorakhpur): Nobody is here.

**Mr. Deputy-Speaker**: Shri S. M. Banerjee is here.

**Shri S. M. Banerjee:** (Kanpur): Mr. Deputy-Speaker, Much has been said about the various clauses of this amending Bill and I listened with patience to the eloquent speech of Shri Masani, pleading for the private sector in the name of safeguarding free enterprise. He asked why Government should interfere in the affairs of businessmen who are grown-up people and who knew their interests or advantages. But it is not they alone who are interested in the companies; the community as a whole is interested in the working of a particular company. Perhaps you know that in a particular case where an ordinary worker was dismissed and there was an industrial dispute, the Supreme Court held that the particular dispute affected the industry and thus affected the community as a whole. So, the capitalists of the country cannot feel that they can manage or mismanage their affairs without the intervention of the community through the Government. The provisions through which the Government wants to interfere should be welcome, if we are interested in moving towards socialist pattern. If it were a socialist society it will be welcome and everything in this country, including Shri Masani, will be nationalised. So, he will have nothing to say at that time. Since people remain and think in a non-nationalised way, these things occur in their minds. I do not blame them for this compartmental thinking.

My hon. friend Shri Achar is not here now and he asked as to why a group of persons or company should not pay to the funds of a political party when an individual can pay. I know that certain political leaders are capable of confusing political opinion. Will these industrialists who pay contribution to the political party which is the ruling party, will they pay contributions for nothing? Shri Morarka threw up a challenge and asked how those people who contributed to the Congress election fund were rewarded. I would like to quote from the famous report on the Life Insurance Corporation Enquiry which the Government did not like. It is the finding of the Vivian Bose Commission. On page 155 the report says:

> "Then there are two important facts. Mr. Mundhra is proved to have obliged the Congress Party and two Congress Governments (the Central and the U.P.) in a large way on two occasions for political reasons. He paid the U.P. Congress Party a lakh and a half of rupees and the Central Congress Party a lakh on the eve of the elections; at any rate, if the payment was not made then the promises to pay were: Mr. Mundhra was not quite sure of the dates but he was definite that the moneys were promised shortly before the elections, and it is proved that they were paid either before or shortly after. It is also proved that he obliged the Central and the State Governments by inducing the B.I.C. Board of Directors to recall their closure notices relating to the Kanpur Mills in spite of the fact that he knew the B.I.C. would suffer anything from 20 to 25 lakhs of rupees as a conseqence. This, again, was for a political purpose. Now, Mr. Mundhra is not the sort of person who would do those things unless he was reasonably certain of obtaining a *quo pro quo*. In the case of the donations, he said he gave them because he had 'faith';. . . ."

The word has been put within inverted commas because probably the hon. Justice wanted to put in 'faith in what, either in the integrity or dishonesty of certain parties'. Then he says:

> ".... in the case of the Mills he says that he was promised monetary assistance. We have no doubt that these seemingly generous gestures were not gratuitous.

> Then, we have the fact that he did receive over a crore and a quarter of rupees not long after. These facts also fit into the picture that we are now scrutinising. We have no doubt that Mr. Mundhra expected to be 'rewarded' for his generosity and that his expectations were grounded on assurances given to him of pecuniary assistance on a large scale. After all, it was a sound business proposition to invest Rs. 27½ lakhs (2½ plus 25) with reasonable prospects of getting a crore and a quarter,...."

Sir, what else is required to prove it? Shri Morarka said that Mundhra was convicted, cases were brought against him by Government and, therefore, Shri Morarka said, he was not rewarded. I interrupted him immediately and said "Because he paid less". He said before the Commission, I believe, that there were many people who paid more. So I personally feel that this particular clause should not have been there. It will pollute the politics of the nation. It will not give any good name to the Congress Party in power. After all, they have a glorious tradition. The people respect them, the people love them. How is it that they have lost all confidence of the masses and they have more confidence on a few, handful of people who are exploiting this country for their personal ends.

Another question was put by Shri Morarka and I interrupted him and said that the Tatas also paid. I would read a portion from the speech of Shri Mahanty delivered in 1958 when a non-official Bill—the Companies (Amendment) Bill 1958—was being discussed in this House. Shri Mahanty said:

> "I shall read out a relevant extract from the application of the Indian Iron and Steel Co., which came up before the Calcutta High Court. You will kindly bear me out, Sir, that our people and peasantry have to pay interest at the rate of 6½ per cent for *taccavi loans*. But this Indian Iron and Steel Co., has granted a loan of Rs. 10 crores without interest. Similarly, Tatas have got another instalment of Rs. 10 crores loan without any interest, from the steel equalisation pool, which is, after all, consumers' money."

So, Sir, it is clear that these capitalists who pay to the election funds derive some benefits. I have no doubt about the integrity and honesty of the hon. Minister, Shri Lal Bahadur Shastri. I have the highest respect for him. Had I been a member of the ruling party I would have even suggested that he should be made the Chief Minister of our Uttar Pradesh to solve its problem. I have so much respect for Shri Shastri. But, unfortunately, there are certain things, and Shri Shastri with all his honesty will not be able to check that corruption, that degeneration which is coming into his organisation. What is the root cause of this evil? Why is it that actually the entire foundation of the Congress ruling party is shaking in this country? How is it that our beloved Prime Minister, Pandit Nehru, has to move in the country with a bag of cement to patch up the differences? It is only because a few capitalists of this country are trying to influence the ruling party and they want to project their politics in the Government.

So, I feel that this clause should be looked at from a different standard, and I hope the hon. Minister will kindly consider the opinion of this House and try to bring certain amendments which will eliminate this fear of corruption being injected in either the ruling party or any other political party.

As regards retrenchment compensation, I fully agree with Shri Tangamani and I feel that the views expressed in the note of dissent attached to the report of the Joint Committee by Shri Tangamani and Shri P. Ramamurthi should be taken note of.

[Shri S. M. Banerjee]

Then I come to the question of special audit. Why should we feel shaky about it? Why should there be any objection to the question of special audit. I know how the companies are working. I have experience of some companies in my own constituency. Some textile units were closed because of sheer mismanagement. One was the Kanpur Cotton Mills and the other was Atherton West Mills. Thanks to the hon. Minister and to the State Government, because they came to the rescue of the workers and saved them from starvation. An investigation was conducted. It was found that the Kanpur Cotton Mills were in the hands of the British India Corporation. It was the white people who looted our country because it was in their hands. So here actually it was a combination of loot by white people and Shri Mundhra and they converted the entire factory into a scrap. When the governmental machinery started working these mills they are working on profits. It is a clear example in Kanpur, and it is a lesson to Shri Masani or his party that these mills started making profits after the intervention of the Government.

After all, Sir, every money whether it is in the private sector or in the public sector is the money of this country, is the wealth of this nation. Therefore, the community as such should not suffer because some people wanted to commit suicide on their own or some people wanted to loot the country of its value.

I have another small advice to my hon. friend Shri Masani. He is very well opposed to political contributions. I would only request him to follow the spirit of his speech. Recently, Sir, his party chief, the most respected leader, visited Kanpur. I was surprised to learn that he was given a *thaili* of one lakh of rupees. Who gave it? It was given to him by the brother of a big capitalist. Sir, I do not want to mention the name of that gentleman. But he gave that *thaili* containing Rs. 1 lakh. Shri Masani objects to political contributions. But what about the *thaili* which his leader got? He might say that that Rs. 1 lakh was paid by the ordinary people of Kanpur. But let me assure Shri Masani that I have the privilege to represent the ordinary people there and not Shri Masani. I feel that these donations also amount to the same thing.

So, there are persons who pay Rs. 1 lakh to the Swatantra Party. Sir, here I may tell you that the Swatantra Party has created one difficulty. All the independent candidates, they say, have joined the Swatantra Party. It has become difficult. They say that they are *swatantra ummidwars*. Even the name should be changed because it affects the independents in this country.

So, I say that Shri Masani's opinion should not be taken into account. Shri Masani has been singled out. I agree with what he said about political donations. But later on he has said that the private sector should be allowed to flourish at the cost of the nation. I say that should not be allowed.

With these words, Sir, I again request the hon. Minister to kindly consider this matter, whether companies should be allowed or should not be allowed to contribute to political parties. I again say, Sir, that public opinion can be confused by saying that an individual had a right to pay whereas a group of persons should not have that right. With due apologies to politicians, I say that the politicians can confuse public opinion to some extent.

Sir, I will finish in a minute with a nice story in this connection. There was a hot discussion among three persons: an engineer, a doctor and a politician. The discussion was to decide whose profession was the oldest. The engineer said that the entire universe was in a state of confusion and he removed that confusion with his brain. The doctor said, "I operated on Adam and Eve, and thus creation came." The politician laughed at them and said

merrily, "You both are wrong. You say that the universe was in a state of confusion. But do you know who created that confusion? It was I, the politician." So, the same politicians are capable of confusing public opinion. But I would only request him to consider this matter, namely, individuals do pay to political parties out of their faith and conviction. Therefore, let there be good name to the Congress organisation, the organisation of Gandhiji and Tilak, and let them not bring it down to the mud. That is the lesson not to the Congressmen alone but to all those people who believe in honest and clean politics.

**13 hrs.**

**Mr. Deputy-Speaker:** Shri Sinhasan Singh. There are three hon. Members who are still to be accommodated. So, I request the hon. Member to be brief.

**श्री सिंहासन सिंह** : उपाध्यक्ष महोदय, कब्ल इस के कि मैं इस बिल के विषय में और बातें कहूं, मैं निवेदन करना काहता हूं कि मेरे पूर्ववक्ताओं ने इस विषय में ज्यादा जोर पोलिटिकल पार्टीज को कान्ट्रीब्यूशन्ज देने पर दे रखा है और यह प्रकट करने की कोशिश की है कि मांनों सारा दारोमदार इसी पर है। मैं कुछ अच्छा नहीं समझता कि पोलीटिकल पार्टीज किसी कपिटलिस्ट से चन्दा लें, लेकिन यह तथ्य है कि वे लेती हैं। कल घोष साहब ने यह कहा कि लोगों को मालूम हो या न हो, वे चन्दा देंगे और ये लेंगे। इस नये संशोधन से सब की कलई खुल जायगी कि किस पार्टी को कितना मिला अभी तक कोई भेद नहीं था, पांच परसेंट दे दिया, पच्चीय हजार दे दिया और कोई देखने वाला नहीं था। इस सम्बन्ध में छागला साहब का नाम लिया गया है। उन्होंने कहा था कि जो रुपया दिया जाये, उस का प्रकटीकरण हो। मुझे यह देख कर आश्चर्य हो रहा था कि मसानी साहब इस बात का विरोध कर रहे थे और कह रहे थे कि चन्दा न लिया जाये और न दिया जाये। वे इस सम्बन्ध में किसानों का नाम ले रहे थे। मैं यह कहना चाहता हूं कि किसानों को सब गुमराह करते हैं और चन्दा मिलता है कैपिटलिस्ट्स से। जैसा कि श्री बनर्जी ने अभी कहा है, उन को एक लाख रुपए की थली मिली। वह थैली कहां से आई? इस कानून के पास होने के बाद प्राफ़िट एंड लास एकाउंट में यह लिखा जायगा कि यह कहां से आई। तब मालूम हो जायगा कि किस को क्या मिला। जो कुछ कमजोरी या बुराई थी, जो कुछ छिपी बात थी, वह इस कानून के द्वारा साफ हो रही है। आईन्दा कम्पनी वाले भी चन्दा देते समय इस बात का ख्याल करेंगे कि चन्दा किस को देना है और किस को नहीं देना है। पहले बहुत से आदमी छिपे छिपे चन्दा ले लिया करते थे और उस का प्रयोग भी तैसे कर लेते थे। अब वह भी खत्म हो जायगा। इस लिए यह संशोधन का स्वागत होना चाहिए। हां, अगर मूल धारा का—चन्दा देने का ही विरोध हो, तो ठीक है, लेकिन मूल धारा में परिवर्तन नहीं हो रहा है। उस धारा में यह संशोधन हो रहा है कि आईन्दा दिया जाने वाला चन्दा प्राफ़िट एंड लास एकाउंट में लिखा जाये।

कुछ भाइयों ने कहा कि पहले क्यों न शाया कर दिया जाये। देने वाले को लिखना ही है। उस को अख्तियार है कि जब चाहे वह शाया कर दे। उस पर कोई रोक नहीं है। जो कल शाया होने वाला है, वह आज शाया हो सकता है। कुछ भाइयों को इस से घबराहट है कि शाया होने पर सब की कलई खुल जायगी और यह कहने को नहीं रह जायेगा कि केवल कांग्रेस वाले ही चन्दा लेते हैं और बनर्जी भाई चन्दा नहीं लेते हैं। सब का मालूम हो जायगा। इस लिए कु लोगों को घबराहट हो रही है कि अब कलई खल जायगी।

चूंकि समय भी कम है और गला भी खराब हो गया है इस लिए अधिक न कह कर जल्दी समाप्त कर दूंगा। १९५६ में जो बिल

[श्री सिंहासन सिंह]

आया, तो बड़ तूमार बंधा था कि इस बिल को इस उद्देश्य से लाया जा रहा है कि देश में जो पूंजीपतियों के हाथ में अधिक धन-संग्रह हो रहा है, वह कम किया जाये। इस लिए दफ़ा ३२५ के मुताबिक यह निर्णय हुआ कि कोई दस से अधिक कम्पनियों का मैनेजिंग एजेन्ट कोई न हो और १५ अगस्त के बाद सब की मैनेजिंग एजेन्टी खत्म हो जाये। श्री देशमुख ने उस समय कहा था कि अगर १५ अगस्त के बाद किसी की मैनेजिंग एजेन्टी रिवाइव होनी हो, तो उस के ये कारण होने चाहिए कि उस के कारनामे अच्छे रहे हों, देखभाल अच्छी रही हो, उस के बिना काम न चलता हो, तब रिवाइवल हो। दुर्भाग्य से आज हमारे पास आंकड़े नहीं हैं कि १५ अगस्त को कितनी मैनेजिंग एजेन्सीज खत्म हो गईं, उन में से कितनों को रिवाइवल मिला और कितनों को रेप्यूज किया गया, ताकि इस बात का पता चले कि किन लोगों ने देश के हित में काम किया और इस लिए उन की मैनेजिंग एजेन्टीस रह गई और किस लोगों ने अपने पद का दुरुपयोग किया और इस लिए उन को हटा दिया गया। ये आंकड़े हमारे सामने नहीं हैं।

बहुत से मैनेजिंग एजेन्ट इसी दौरान में सोल सैलिंग एजेन्ट बन गए। अभी कल ही एक भाई से बात हो रही थी, जो अपने साथी है और कैपिटलिस्ट हैं। उन्होंने कहा कि मैनेजिंग एजेन्सी में रह ही क्या गया है, अब तो इस में इतना कंट्रोल है कि ज्यादा लाभ नहीं है। हम ने कहा कि अब सोल सैलिंग एजेन्ट ही सब कुछ है। इस को भी देखना चाहिए। जो मनेजिंग एजेन्ट १९५६ और १९६० के बीच में मैनेजिंग एजेन्सी छोड़ कर सोल सैलिंग एजेन्ट बन गए, वे सोल सैलिंग एजेन्ट रहें, तो कैसे रहें, क्योंकर रहें। मेरा तो सोल सैलिंग एजेन्ट पर ही आघात है। क्यों एक आदमी एक कम्पनी का सोल सैलिंग एजेन्ट बना दिया जाये, जिस का कुछ काम नहीं है सिवाये यह कि बीच में पड़ कर इस के नाम या उसके नाम करे और कमीशन ले? वह और कुछ नहीं करता है। अगर सोल सैलिंग एजेन्ट होना है, तो गवर्नमेंट के स्टेट ट्रेडिंग कार्पोरेशन क्यों न सोल सैलिंग एजेन्ट हो जायें, ताकि जो कमीशन मिलने वाला है, वह सरकार को और राष्ट्र को मिले, किसी व्यक्ति को न मिले। लेकिन फिर भी सोल सैलिंग एजेन्ट रखे जाते हैं। न सिर्फ कायम रखे जाते हैं, बल्कि उस में बढ़ौतरी भी हो रही है। पहली दफ़ा में यह था कि छः महीने तक सोल सैलिंग एजेन्सी का कनफ़र्मेशन कम्पनी नहीं करती है, तो फिर वह खत्म हो जायगा, लेकिन अब छः महीने की बात निकाल दी गई है। अब वह एक बरस में कनफ़र्मेशन करे, दो बरस में करे, कम्पनी की जेनेरल मीटिंग में करे और जनरल मीटिंग साल के बाद भी हो सकती है और नहीं भी हो सकती है। यह छः महीने की अवधि क्यों बढ़ाई गई? फिर उन के बाद ऐसी व्यवस्थायें की गई कि सोल सैलिंग एजेन्ट को काफी प्रोत्साहन मिला। मैं मंत्री महोदय से अनुरोध करूंगा कि अपने भाषण में वह बतायें कि सोल सैलिंग एजेन्ट की क्या जरूरत है, बीच में माल खाने वाले की क्या जरूरत है? अलग अलग सूबों और जिलों में सोल एजेन्ट क्यों न हों। एक आदमी को बिठा दिया गया है इस काम पर। और वह कौन होगा? वही जो किसी कारण-वश मैनेजिंग एजेन्ट नहीं हो सका। वह अपने भाई भतीजों को सोल सैलिंग एजेन्ट बना देगा और कम्पनी की सब क्रीम ले लेगा।

फिर यह सवाल है कि रुपया कहां गया, यह हम देखेंगे। अभी कुछ नहीं हुआ है। अभी अभी कुछ एनाउंसमेंट हुआ था कि हमारे देश का ४२ परसेंट धन बढ़ा है, लेकिन वह कहां गया, उस का पता नहीं है। आज देश में ग़रीबों की अवस्था ज्यों की त्यों है, उन की भख ज्यों की त्यों है। गवर्नमेंट ने यह पता

लगाने के लिए एक कमेटी बना रखी है कि वह ४२ परसेंट कहां गया। लेकिन महत्वपूर्ण बात यह है कि धन को इकट्ठा होने से रोकने के लिए कोई रुकावट नहीं की गई है। सोल सैलिंग एजेन्ट सब धन इकट्ठा कर लेगा। उस के लिए कोई रुकावट नहीं है, सिवाये इस के कि गवर्नमेंट इनकम टैक्स के जरियों कुछ ले ले। जहां तक इनकम टैक्स का सम्बन्ध है, एक भाई ने कहा कि तीन अरब रुपया बकाया पड़ा है। ऊपरी क्षेत्रों में रुपया इकट्ठा होने से रोकने के लिए कोई रुकावट नहीं है। हमारा लक्ष्य सोशलिस्टिक पैटर्न आफ़ सोसायटी स्थापित करना है। हमारा समाज बदलने वाला है। उस के बदलने का कब समय आयगा। देहात के कृषकों की जमीन की सीमा बांधने का कानून बनाना शुरू किया गया है। अभी वह लागू नहीं किया गया है। शहरों में रहने वाले धनी लोगों की आमदनियों पर जिन में हमारे मसानी साहब भी शामिल हैं, रोक लगाने का कोई सुझाव नहीं है और न ही कहीं पर इस बिल में इस दिशा में पग बढ़ाने का कोई निर्देश है। इस तरफ हम कदम नहीं बढ़ा र हैं। कब समय आएगा जब आप इस ओर भी ध्यान देंगे।

एक आखिरी बात कह कर मैं समाप्त करता हूं। हमारा प्रयत्न यह है कि पब्लिक सैक्टर और प्राइवेट सैक्टर दोनों तरक्की करें। अभी कल परसों की बात है हमारे मंत्री महोदय कह रहे थे कि प्राइवेट सैक्टर को कोयले का उत्पादन बढ़ाने के लिए वे प्रोत्साहन दे रहे हैं जिस पर हमारे विरोधी सदस्यों ने आपत्ति उठाई थी। माननीय मंत्री जी का कहना यह था कि देश की कोयले की जरूरतों को पूरा करने के लिए जो भी उपाय किया जा सकता है, किया जाना चाहिये। मुझे एक बात का दुःख जरूर है। हम पिछले दस बरसों में प्राइवेट सैक्टर और पब्लिक सैक्टर, दोनों को मिला कर ५० मिलियन टन से अधिक कोयला पैदा नहीं कर सके हैं। राउरकेला और भिलाई में कोयले के कमी के कारण लोहे के उत्पादन पर प्रतिकल असर पड़ रहा है। जब कुछ पूछा जाता है कि कोयला क्यों नहीं पहुंचता है तो कहा जाता है कि रेलवे से डिब्बे नहीं मिलते हैं और जब रेलवे वालों से पूछा जाता है तो वे कहते हैं कि कोयला उनको ढोने को नहीं मिलता। कोयला एक ऐसी चीज है जो अगर नहीं मिलता है तो सभी को शिकायत रहती है। सरकार करोड़ों रुपया खर्च कर रही है, पब्लिक सैक्टर भी है और प्राइवेट सैक्टर भी, लेकिन कोयला अपनी जगह पर रुका पड़ा है। मैंने देखा है कि इसी बीच चीन ने ३५० मिलियन टन तक कोयले का उत्पादन किया है, कैसे कर लिया है, यह मैं नहीं जानता हूं। लेकिन क्या वजह है कि हमारे लिए ऐसा करना सम्भव नहीं हो सकता है? हम ५० मिलियन टन पर ही रुके पड़े हैं। हमारे यहां प्राइवेट सैक्टर और पब्लिक सैक्टर है, मिक्सड इकोनोमी है और एक खिचड़ी सी बनी हुई है। खींचतान में हमारी गाड़ी आगे नहीं बढ़ पा रही है। मैं चाहता हूं कि मंत्री महोदय इस पर भी विचार करें और देखें कि हमें देश को किधर ले जाना है और किधर ले जा रहे हैं और देश की आवश्यकताएं क्या हैं, और विचार करने के बाद जिस निष्कर्ष पर पहुंचें, उसी के अनुसार अमल करें।

**Shri N. R. Muniswamy** (Vellore): I shall not take much time of the House. I shall briefly mention the few points I have got. My first point is about the contribution to political parties. Many friends have spoken both for and against this clause. I have got my own view regarding certain reactions which may follow. Originally companies have been giving funds whether knowingly or unknowingly, stealthily or openly. Now it has been legalised, because such funds can certainly be given under section 293 towards charitable purposes or purposes akin to that.

[Shri N. R. Muniswamy]

My only anxiety is whether Government companies also would be required to contribute to political parties. The section says, all companies can contribute and according to the tenor of the section, there is nothing objectionable on the part of Government companies also to grant huge sums or sums that might be possible or feasible to contribute to political funds. The opposition might possibly ask, since Government companies have come into existence from out of the Consolidated Fund of India and there being no shareholders excepting the taxpayers' money being there, whether it would be right on the part of Government to take away a chunk of the money to the extent of 5 per cent. or Rs. 25,000 whichever is greater. Even there instead of saying "whichever is less", they have said, "whichever is greater".

Even though the ruling party would not receive any money from the Government companies, I am afraid when the section says all companies can do it, it would mean even though the ruling party are not prepared to take money from Government companies, still the opposition would be saying something against this. So, I do not want to give a handle to the opposition. So, I would suggest that there should be a provision here that Government companies should not be allowed to do it, because the Auditor General is there. There are also other checks and it would lead to some confusion and trouble later on in the political field. So, I want a provision that excepting Government companies, other companies can offer such donations to political funds.

**13.16 hrs.**

[MR. SPEAKER *in the Chair*]

The other aspect is at the time of giving donations to any political party, in the Board of Directors, there may be some members who may want funds to be given to one party and some other members who may want funds to be given to some other party. So, this dissension or disharmony can be created in the management of companies at the time of election or in any other situation. So, these two aspects might be borne in mind by the House so far as this matter is concerned.

The P.S.P. leader referred to judicial leniency in regard to punishment. I understand the courts have been somewhat lenient because the scheme and the structure of the Act are of such a nature that nobody can understand the sections. The Act was passed in 1956 and not even the company law administration department are able to make out what is really meant by a particular section. They referred some very conspicuous cases to the court and the courts have been somewhat lenient. For that, Shri Mehta suggested that instead of having a separate department for that, it is better to have an administrative tribunal to which any dispute between companies and Government can be referred. According to me, the decision of the tribunal would not be final. It is open to the Government to go against the tribunal's decision. I can only say instead of administrative tribunal, administrative court could have been suggested, because then the decision will be final. But all the same, since we are not advanced to the extent of having a clear conception of the whole structure of the Act, since we are still running slowly behind the schedule of other countries, I would suggest that the present company law administration is doing its best and so no administrative tribunal or court need be set up at this stage.

Then, I find in every fourth clause there is a penal provision. The penal provisions are so many in number and I am sure even the company law administration department will not be able to exercise all these rights. It looks as if they are wanting so many powers, but they may not be able to use them. That is the reason why I find they have incorporated clause 202

in this Bill seeking to add a new section 629A providing for penalty where no specific penalty is provided elsewhere in the Act. So, they are keener on seeing that commissions and omissions are punished than seeing that timely corrections are made and the companies which come into existence take proper heed or advice from the administration. Therefore, I would suggest that clause 202, which deals in an omnibus way asking for punishment for any act of omission or commission by the companies need not be there.

Then I come to the other aspect, and that is giving wide publicity to the Chairman's speech. Initially, before the Bill was amended by the Joint Committee it was in the minds of the hon. Members that not only the speech of the Chairman but also the minutes of the entire proceedings of the general body meeting should be given wide publicity. I do not know why they came to a different conclusion. The chairman's speech is only a one-sided picture. Instead of giving publicity only to that, if the entire minutes of the meeting are given wide publicity in the papers people will study the position and find out for themselves the position of the company. If we publish only the speech of the Chairman, that will be a one-sided picture and people will not be able to know the real financial and other position of the company.

With regard to the payment of dividend certain schemes have been tabulated in the Act. The companies must take into consideration several aspects before declaring a dividend. Before the payment of dividend, they have to see that the other charges on the company have been paid for.

Then it was stated that this Bill was rushed through without giving proper time for digestion of certain aspects. I would submit that this amending Bill, which has about 200 and odd clauses, has been pursued by the members of the Joint Committee for a period of 15 months. There were 27 to 30 sittings of that Committee and not less than 16 to 20 leading witnesses of business houses, press, banking associations and others gave evidence before the Committee. We have carefully gone through the entire evidence and studied it closely. Since we have taken so much time on this Bill, to say that we have rushed it through is not charitable from my point of view. I feel that enough time has been given for members to consider all the aspects of the various clauses. Of course, we cannot say that we have done enough justice to all the clauses. But, then, as we gain experience about the working of the Act, we can bring in amending Bills as time passes. There is nothing wrong in bringing amending Bills. When our country is developing and progressing the statutes also have to keep pace with them and so amending Bills are bound to be there for some time to come. My feeling is that the Joint Committee has taken inordinately long time but then it had to face so many handicaps like considering a voluminous Bill, calling a large number of witnesses, considering their evidence and so on and giving opportunities to all members to participate in the deliberations.

I would say that the work entrusted to them has been very well done by the members of the Joint Committee and the Bill, as it has emerged out of the Joint Committee, is a great improvement over what it was when it was introduced here. So, I support the Bill for the reason that it is really an improvement over the original Bill.

**श्री रा० स० तिवारी** (खजुराहो) : अध्यक्ष महोदय, कम्पनी विधेयक जो प्रवर समिति से संशोधित हो कर सभा में पेश किया गया है और जिसे वाणिज्य मंत्री जी ने पेश किया, उस के विषय में आज दो दिनों से विचार चल रहा है और उस पर खंडवार काफी विचार किया जाने वाला है । मैं इस विधेयक का समर्थन करने के लिये खड़ा हुआ हूं । इस विधेयक में मैंने चार धारायें देखीं जो सारे विधेयक में मौलिक महत्व की हैं । धारा ७० में जो विशेष लेखा परीक्षक

[श्री रा० स० तिवारी]

की नियुक्ति की गई है वह कम्पनियों के काम के लिये सब से उपयुक्त हैं। वैसे तो यह कम्पनी ऐक्ट हमारे देश में १०० वर्षों से लागू है परन्तु वह अंग्रेजों के द्वारा बनाया गया था और उस से हमारी कम्पनियों का काम नहीं चल सका। स्वतंत्रता के बाद सन् १९५६ में उस में परिवर्तन किया गया, और उस परिवर्तन के आधार पर भी कुछ काम चला। लेकिन जब सरकार को पता चला कि उस परिवर्तन से भी काम नहीं चल सकता तो उन्होंने बहुत सी धाराओं को फिर बदला, बहुत सी धाराओं को जोड़ा और बहुत ही धाराओं को हटाया। इस प्रकार से विधेयक को सुन्दर रूप में यहां पर लाया गया है।

लेखा परीक्षक की जो नियुक्ति हुई है वह सारे कम्पनियों के काम के सुधार के लिये बहुत अच्छा काम किया गया है। अभी तक कम्पनियों के ही लेखा परीक्षक होते थे, उन्हीं के हिसाब किताब करने वाले होते थे। सरकार की ओर से उस की कोई देख रेख नहीं होती थी। अब इस नियुक्ति के हो जाने से सरकार का एक आदमी उस की अच्छी तरह से जांच करेगा और कम्पनी के हानि लाभ, उस की त्रुटियां और कमियां जो होंगी उन को हमारे सामने लायेगा। यह परिवर्तन सब से बड़ा और सब से सुन्दर हुआ है जिस का सब को स्वागत करना चाहिये था, लेकिन इसका हमारे बहुत से साथियों ने विरोध किया है।

धारा ४४८ में कर्त्तव्य पालन न करने की स्थिति में मालिक को दंड देने की व्यवस्था की गई है। अभी तक यह होता था कि जो मैनेजिंग डाइरेक्टर होता था एक प्रकार से सारी कम्पनी के पूरे का पूरा हिसाब किताब की देख भाल करने वाल होता था, उस की आमदनी को हड़प करने में मालिक की मदद करता था। मान लीजिये की किसी कम्पनी का २ लाख रु० हड़प कर लिया और बाद में वह पकड़ा गया। ऐसी अवस्था में केवल ५०० रु० तक का जुर्माना करने का क्लाज था। ५०० रु० जुर्माना दे कर उस का २ लाख रु० का लाभ हो गया। आज हमारी सरकार ने इस क्लाज में ५०० के बजाय १००० रु० जुर्माना रक्खा है और सजा का भी क्लाज साथ में है। जब सजा और जुर्माना दोनों होने लगेंगे तब मैं समझता हूं कि इस तरह की चोरी नहीं हो सकेगी।

खंड ६० के द्वारा धारा २१० में यह व्यवस्था की गई है कि वित्तीय वर्ष का हिसाब करने के छः महीने पूर्व कम्पनी की जनरल मीटिंग बुलवाई जाय और जितने कम्पनी के शेअरहोल्डर्स हों, कम्पनी के अधिकारी हों, जो कि उस में हक लेने वाले हों, उन सब को साथ बुला कर सारा हिसाब किताब मंजूर कराया जाय। जो प्रजातंत्र का उसूल है उसी ढंग का उसूल इस में भी रक्खा गया है।

मैं समझता हूं कि यह चार पांच बातें जो हैं वे इस विधेयक की जान हैं और उनके अन्तर्गत जितने मामले आते हैं उन को देखते हुए हम को इस विधेयक का स्वागत करना चाहिये था। आम तौर से लोगों ने स्वागत किया भी है, केवल दो चार आदमियों ने नहीं किया।

इस विधेयक में एक और क्लाज है जो महत्वपूर्ण है और वह यह कि लाभांश बाँटने से पूर्व बोनस या मजदूरों की मजदूरी अदा कर दी जाय। यह सब से अच्छी चीज है इस लिये मैं इसका समर्थन करता हूं।

कुछ माननीय सदस्यों ने इस में यह उलझन डाली है और इस का विरोध किया है कि राजनीतिक पार्टियां कम्पनियों से चन्दा लें। उन्होंने कहा है कि राजनीतिक पार्टियां कम्पनियों

से चन्दा न लें। यह बात उन्होंने विशेषकर कांग्रेस पार्टी को ले कर कहा है हालांकि सभी पार्टियां चन्दा लिया करती हैं। मैं उन लोगों से निवेदन करना चाहता हूं कि उन्होंने उस क्लाज को नहीं देखा है जिस में यह कहा गया है कि जिस दिन वित्तीय वर्ष का अन्त हो उस के छः महीने के अन्दर सब खर्चा पास करा लेना चाहिये। उन लोगों ने यह भी कहा है कि कोई भी व्यक्तिगत चन्दा दे सकता है। मैं समझता हूं कि व्यक्तिगत चन्दा लेने में और कम्पनियों से चन्दा लेने में कोई अन्तर नहीं है जब कि कम्पनी का सारा खर्च छः महीने के अन्दर पास करा लिया जाना है। उस में वे खर्चे भी पास हो जायेंगे जो कि चन्दे में दिये गये हैं। इस लिये चन्दा देने का विशेष रूप से कांग्रेस के प्रति विरोध करना उचित नहीं है। जब राजनीतिक पार्टियां उन से वोट मांगने जाती हैं जिस वोट से शासन पद्धति बदल जाती है, शासन की कुर्सी बदल जाती है तो उन से चन्दा मांग कर लेना कोई पाप नहीं है या बड़ा दोष नहीं है। इस लिये इस का जो विरोध किया जाता है वह ठीक नहीं है। वास्तव में चन्दा कांग्रेस पार्टी ही नहीं, सभी पार्टियां लेती हैं। पहले पाबन्दी उस चन्दे पर लगाई जानी चाहिये जो राजनीतिक पार्टियों विदेशों से लेती हैं और विदेशों में फंड जमा करती हैं तथा विदेशी राजनीति हमारे देश में चलती है। इस जुर्म के लिये कोई नहीं कहता पर मैं कहता हूं कि सख्त सजा होनी चाहिये।

हमें इस बात को भी देखना है कि हमारे यहां तीन प्रकार के कारखाने हैं। एक कारखाने तो हैं, निजी, जो कि व्यक्तिगत आदमियों के हैं, दूसरे कारखाने हैं पब्लिक सेक्टर के और तीसरे हैं सरकारी यानी तीन प्रकार के कारखाने आपको चलाने हैं और वह लोगों की पूंजी है निजी सम्पत्ति है। उन पर सरकार यकायक हमला नहीं कर सकती। अगर सरकार उन पर हमला करती है तो फिर सारा का सारा अपने हाथ में ले ले। अगर ऐसा नहीं करना है और व्यक्तिगत कारखानों को चलने देना है तो सरकार उनमें केवल यही देख सकती है कि किसी गरीब को नहीं सताया जाता, या किसी आदमी को नुकसान तो नहीं होता, इससे ज्यादा हस्तक्षेप सरकार नहीं कर सकती।

तो यह जो बिल मंत्री जी ने पेश किया है इसका मैं समर्थन करता हूं और स्वागत करता हूं। और जो खामियां हैं वे भविष्य में दूर की जा सकती हैं। इतना कह कर मैं समाप्त करता हूं और धन्यवाद देता हूं।

**श्री यादव नारायण जाधव** (मालेगांव): अध्यक्ष महोदय, कम्पनी ला अमेंडमेंट बिल की संयुक्त समिति का मैं भी एक सदस्य था। यह बात मैं मानने के लिये तैयार हूं कि संयुक्त समिति ने इस पर काफी विचार किया है और जो कुछ भी इसमें गलतियां थीं उनको दूर करने की कोशिश की है। लेकिन जिस बारे में सदन में काफी चर्चा हुई है मैं समझता हूं कि हर एक सदस्य ने इस पर रोशनी डाली है वह पोलीटिकल पार्टीज को चन्दा देने का सवाल है। मैंने और कई सदस्यों ने संयुक्त समिति में इस के बारे में कहा था। दुर्भाग्य से हम ज्यादातर सदस्यों पर असर नहीं डाल सके लेकिन मैंने जो समिति के सामने कहा था उन्हीं बातों को यह सदन के सामने रखना जरूरी समझता हूं।

हमारी पार्टी के नेता श्री अशोक मेहता जी ने, जो कांग्रेस के अच्छे नेता माने जाते हैं और कमर्स और इंडस्ट्री के मिनिस्टर श्री लाल बहादुर शास्त्री जी हैं, उनके सामने एक बहुत अच्छी अपील रखी है। मैं भी अदब से उसी बारे में कुछ बातें अर्ज करना चाहता हूं। आज जो प्राइवेट कम्पनियां या कारपोरेट बाडीज हैं इनसे कंट्रीब्यूशन

[श्री यादव नारायण जाधव]

लेने का भारत में क्या असर होता है, इसके बारे में मैं कहने की कोशिश करूंगा । मैं कहना चाहता हूं कि कांग्रेस अवाम से दूर जा रही है । उसको अपनी फिलासफी को लोगों के सामने रखने में डर लगता है । गांधी जी ने कहा था कि आजादी के बाद कांग्रेस के नेता अवाम तक पहुचें अपनी पार्टी की जो पालिसी है उसको लोगों तक पहुंचायें । इतना ही नहीं कांग्रेस के आरगेनाइजेशन के लिये जितना भी साजो सामान लगता है, पैसा लगता है, वह कांग्रेस की मेम्बरशिप बढ़ा कर हासिल करें । लेकिन आज कांग्रेस के ऊपर हिन्दुस्तान में जो मालदार हैं, जो कैपिटलिस्ट हैं, उनका असर हो रहा है , इस बारे में अवाम को शक नहीं है । आजादी मिलने के पहले जब हमारे सामने हिन्दुस्तान से विदेशी लोगों के चले जाने की चर्चा होती थी उस समय गांधी जी के सामने बाहर के कुछ लोगों ने यही बात रखी थी । मैं एक किताब की तरफ आपका ध्यान खींचना चाहता हूं, उसका नाम है—ए वीक विद गांधी जी—लुई फिशिर ने इस किताब को लिखा था । लुई फिशर सेवाग्राम में आठ दिन तक रहे और उन्होंने गांधी जी के साथ चर्चा की कि आप जो कहते हैं कि अंग्रेजों को हिन्दुस्तान से चला जाना चाहिये यह बात तो मैं मानता हूं, लेकिन बाहर के लोग यह कहते हैं कि कांग्रेस के इर्द गिर्द जो लोग आज बैठे हैं वे मालदार लोग हैं, कैपिटलिस्ट हैं । हिन्दुस्तान के बड़े बड़े सरमाएदार हैं । उनका गुट हमेशा कांग्रेस के इर्द गिर्द बैठा होता है । और उन्होंने कहा कि—मुझे शक है कि आजादी मिलने के बाद इन्हीं लोगों का कांग्रेस पर ज्यादा असर रहेगा ।

असर हो रहा है या नहीं यह तो आप जानते हैं । बैकुंठनाथ मेहता ने अम्बर चरखा के बारे में एक किताब लिखी है, उसके ऊपर मैं आपका ध्यान खींचना चाहता हूं । उन्होंने कहा है कि देश में कैपिटलिस्ट लोग यह प्रचार कर रहे हैं कि औद्योगीकरण बढ़ाओ नहीं तो खत्म हो जाओगे । और जब उनकी तरफ से ऐसी आवाज उठती है तो कांग्रेस के सामने जो डिसेंट्रलाइजेशन आफ इंडस्ट्री का प्रोग्राम है, खादी को बढ़ाने का प्रोग्राम है, उनके पीछे वह नहीं लग सकती है । कैपिटलिस्टों को मालूम है कि कांग्रेस उनके तरफ आती है और आएगी । जब इलेक्शन सामने आता है तो वह कांग्रेस को पैसा देते हैं और कांग्रेस को उनकी तरफ जाना पड़ता है । वह समझते हैं कि हम कांग्रेस को पैसा देते हैं और हम जो पालिसी चाहें कांग्रेस की तरफ से चलवा सकते हैं । इसका असर बहुत बुरा हो रहा है यह हमने देखा है ।

शुगर इंडस्ट्री को जो संरक्षण मिला, टैक्सटाइल इंडस्ट्री को जो संरक्षण मिला, स्टील की प्राइवेट इंडस्ट्री को जो संरक्षण मिला, उसको देखते हुये हम कह सकते हैं कि यकीनन आज भी कांग्रेस के ऊपर ज्यादा-तर असर कैपीटलिस्ट लोगों का है और यह असर हमारे देश को नुकसान देह होने वाला है । मैं तो इसको खुले तौर से करप्शन कहता हूं । आज इस करप्शन का असर हिन्दुस्तान के एडमिनिस्ट्रेशन पर और एग्जीक्यूटिव मैशिनरी के ऊपर है नीचे देहातों के अफसरों तक पर इसका असर है क्योंकि वह जानते हैं कि यथा राजा तथा प्रजा । अगर राजा करप्ट रहेगा तो उसकी मैशिनरी करप्ट रहेगी । आज सब तरफ बहुत करप्शन बढ़ चुका है । मैं मानता हूं कि जैसा कांग्रेस कहती है, वह डिमाक्रेटिक जमात है और नेशनलिस्ट जमात है । अगर इस जमात को करप्शन दूर करना है, तो उसे ऊपर से करप्शन को खत्म करना पड़ेगा । अगर यह लीगलाइज्ड करप्शन कांग्रेस बन्द नहीं करेगी तो इसका

असर एडमिनिस्ट्रेशन पर और एग्जीक्यूटिव मैशिनरी पर पड़ेगा। अगर मैं कांग्रेस का अच्छा कारकुन हूं तो मेरा असर मैशिनरी पर वैसा ही होगा। और अगर मैं करप्ट लीडर हूं किसी भी जमात का तो मैं अधिकारी के पास जाकर उससे अच्छा काम नहीं करवा सकता। आज देश के सामने एक बड़ी मुसीबत है, और अगर इस लीगलाइज्ड करप्शन को दुर नहीं किया गया तो देश का हित नहीं हो सकता। गांधी जी ने कहा था कि कांग्रेस के ज्यादा से ज्यादा सदस्य बनाए जाएं और जो मालदार हैं वह ट्रस्टी के रूप में रहेंगे। यह उनकी खास इच्छा थी। लेकिन गांधी जी चले गए, उनकी फिलासफी चली गई और उनके विचार भी चले गए। आजादी मिलने के पहले पंडित जी ने कहा था कि आजादी मिलने के बाद पहला काम वह यह करेंगे कि हिन्दुस्तान में जो लोग काला बाजार करने वाले हैं, उनको कोड़े लगवायेंगे। लेकिन यह कहां हो रहा है? आज वे लोग तो समाज के कोढ़ हो रहे हैं। उनके खिलाफ क्या किया जा रहा है?

आज हमारे ऊपर एग्रेशन हुआ है, और उसका क्या असर होने वाला है, यह मैं आपको बताना चाहता हूं। हमारी पार्टी के जो जनरल सक्रेटरी हैं उन्होंने बम्बई में पार्टी के सालाना इजलास में कहा था कि हिन्दुस्तान में जो दूसरी सियासी जमाअत है, जो डिमाक्रैटिक नहीं है, नेशनलिस्ट नहीं है, उनमें आज एक चर्चा चल रही है। उनमें से एक हिस्सा तो यह कहता है कि हम नेशनलिस्ट हैं और दूसरा हिस्सा कहता है कि हम चीनवादी हैं। उन्होंने इस पर अच्छी रोशनी डाली थी। उन्होंने कहा कि आज उस जमाअत में यह बहस चल रही है कि कौन नैशनलिस्ट है और कौन चीनवादी है। ऐसा दिखाई देता है कि जो नेशनलिस्ट हैं वह तो हिन्दुस्तान के साउथ में हैं और जो चीनवादी हैं वह सब बारडर के पास हैं, बंगाल में हैं, आसाम में हैं। जहां हमें खतरा है ऐसी जगह पर वे लोग हैं और इससे खतरा है कि नहीं वह इसको बखूबी जानते हैं। हम ऊपर ही ऊपर कितना भी कहें कि हमारे देश के ऊपर खतरा नहीं है और हम किसी भी खतरे का सामना करने को बिल्कुल तैयार हैं लेकिन वास्तव में हमारी तैयारी है कितनी यह वह भी जानते हैं और हम भी जानते हैं। अन्दरुनी शत्रु हमारे देश में पैदा हो गये हैं। ऐसे वक्त में कांग्रेस जैसी जमाअत को जो कि खुद को डेमोक्रेटिक कहती है, नेशनलिस्ट कहती है, उसको अपने अमल से भी इस चीज को सिद्ध करना चाहिए और अच्छे ढंग से हिन्दुस्तान में राज्य करने की कोशिश करनी चाहिये

कांग्रेस शासन को यदि जनता का सहयोग उपेक्षित है तो उसको जनता के पास, मासेज के पास जा कर एप्रोच करना होगा। चंदा मांगना है तो उसे लोगों के पास जाना होगा और आज हकीकत यह हो गई है कि कांग्रेस शासन जनता के पास जाने में और चंदा मांगने में हिचकता है क्योंकि उसको डर है कि अगर वह गये तो जनता उनसे कैफियत तलब करेगी कि इस १३ साल की आजादी के जमाने में तुमने हमारे वास्ते क्या काम किया है? वे हमसे सवाल करेंगे कि क्या करप्शन मिटा है? आज भी स्थिति यही है कि जनता को रोज की आवश्यक चीजों के लिए रोना पड़ता है और उसको कठिनाई अनुभव होती है। कोई भी छोटी सी छोटी चीज को प्राप्त करने के लिए लोगों को दफ्तरों के ५०, ५० दफे चक्कर लगाने पड़ते हैं। ऐसी हालत के रहते वे आम जनता के पास छोटे लोगों, मिडिल क्लास के लोगों और कर्मचारियों से चंदा मांगने से कतराते हैं क्योंकि वहां से चंदा नहीं मिल पायेगा, उलटे उनकी लानत मलामत ही की जायगी। इसके अतिरिक्त

[श्री यादव नारायण जाधव]

उनको तो पैसा एकदम से चाहिये और मोटी-मोटी रकमें उनको कारपोरेट बौडीज से मिल जाती हैं और अगर एक कम्पनी से दो लाख रुपया मिलता है तो दूसरी कम्पनी से ५ लाख मिल जाता हैं और काफी मोटर्स हो जाती हैं। लेकिन जो कांग्रेस के अतिरिक्त दूसरी सियासी जमातें हैं उनको यह नसीब नहीं है। काफी लोगों ने कहने की कोशिश की क्योंकि अपने ऊपर का जो इल्जाम है उसको हटाने के लिये कह देना चाहिये कि कांग्रेस को ही क्यों दूसरी सियासी जमातों को भी पूंजीपतियों से और कम्पनियों से पैसा मिलता है। कांग्रेस के एक प्रमुख मेम्बर साहब ने कहा कि हमें ही नहीं दूसरे लोगों को भी पैसा मिलता है, डोनेशन मिलता है। Can you quote any such instance? तो उन्होंने एक पिछला जो जातिवाद का झगड़ा था उस के बारे में कह दिया। मैं तो यह ऐलान करना चाहता हूं कि कांग्रेस का कोई भी सदस्य यहां पर खड़े हो कर यह कहे कि कम्पनीज या तो कारपोरेट बौडीज हैं उन की तरफ से दूसरी सियासी जमातों को चंदा या डोनेशन मिला है,उनको मिल ही नहीं सकता है क्योंकि यह पूंजीपति लोग जानते हैं कि पैसा कहां लगाना चाहिये और विरोधी पार्टियों को पैसा दे कर उनके पैसे का क्या उपयोग हो सकता है। उनकी जो इंडस्ट्रीज हैं उनकी हिफाजत करने के लिये अपोजीशन पार्टी के लोग क्या कर सकते हैं? वे कुछ नहीं कर सकते हैं।

यह जो लीगलाइज्ड करप्शन है इस करप्शन को मिटाने के लिये मैं स्पीकर साहब, आपकी मार्फत श्री लाल बहादुर शास्त्री से पुरजोर अपील करना चाहता हूं। आज हमारे पास एक बहुत बड़ा नेता है, कांग्रेस उनके ऊपर नाज करती है और भारत क्या दुनिया को उनके ऊपर नाज है लेकिन मैं शास्त्री जी से पूछना चाहता हूं कि उनके हट जाने के बाद हिन्दुस्तान में क्या होगा? हिन्दुस्तान में नेशनलिज्म जिन्दा रखना है, सोशलिज्म जिन्दा रखना है, डेमोक्रेसी जिन्दा रखनी है और सोशलिज्म लाना है तो क्या इसी तरीके हम सोशलिज्म लायेंगे? आप देश में इंडस्ट्रीज का डिसेंट्रलाइजेशन नहीं करेंगे, छोटी-छोटी इंडस्ट्रीज को बढ़ायेंगे नहीं तो आप कैसे इस देश में सोशलिज्म ला सकेंगे? अभी कल ही पार्लियमेंट में एक सवाल आया था कि लोगों को काम देने के लिये हमारे पास पायलेट प्रोजेक्ट्स हैं। जब मैंने उस स्टेटमेंट को पढ़ा तो मुझे हंसी आई और मैं समझता हूं कि उसको पढ़ कर हर एक आदमी को हंसी आ सकती है। एक-एक स्टेट में पायलेट प्राजेक्ट निकलेगा, २-२ लाख उसके ऊपर खर्च होंगे और कितने लोगों को काम मिलेगा? आज लोगों को काम मिलता नहीं है इसलिये उसका असर यह होता है कि वह नाजायज कामों को करके पैसा कमाना शुरू कर देते हैं। आपकी प्राहिभिशन पालिसी की बलिहारी है कि लेबर ने आज काम ढूंढ लिया है और घड़ल्ले से गांवों में दारू बनाते हैं और पैसा कमाते हैं। वे कष्ट का काम करने को तैयार नहीं होते हैं। मैं आपसे अर्ज करना जाहता हूं कि इस बात के ऊपर एक पार्टी के नजरिये से मत देखिये बल्कि हिन्दुस्तान में अच्छा राज्य हमें बनाना है, सोशलिज्म हमें लाना है, नैशनलिज्म हमें कायम करना है और डेमोक्रेसी हमें कायम रखनी है तो इसके लिए आपको यह बात जरूर करनी पड़ेगी कि यह जो लीग्लाइज्ड करप्शन है इसको खत्म करना पड़ेगा।

मैं और अधिक न कहते हुये और जो नोट आफ डिस्सेंट मैंने दिया है उसकी ओर पुनः ध्यान दिलाते हुए मुझे यही अर्ज करना है कि इस करप्शन को हमें जल्दी मिटा देना चाहिये और चुनाव लड़ने के लिये

हम अवाम के पास चंदा मांगने जांय जैसे कि अन्य जाते हैं । हम भी चुनाव लड़ने के हेतु अवाम के पास जाते हैं और हमको रुपया, दो-दो रुपया और पांच-पांच रुपया उनसे चंदा मिलता है लेकिन आप तो जनता के पास जाने को तैयार नहीं हैं और उनके पास जाने से आप डरते हैं । अगर आप उनके पास जायेंगे तो सारी पिक्चर आपके सामने साफ तौर से आजायेगी । चुनाव में उनका परसेंट देखें तो हिन्दुस्तान की पूरी तस्वीर आपके सामने आ जायगी । बस इतना कह कर मैं अपना भाषण समाप्त करता हूं

**The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):** Mr. Speaker, it is obvious to me that the Bill as it has emerged from the Joint Committee has got almost general approval of every section of this House. It is a satisfying experience that such a big and controversial Bill should be received in this manner even by Members of the Opposition.

Shri Asoka Mehta said that we should have given more time to study and closely examine the various aspects of this Bill. He is correct in saying that and he is also right when he says that lacunae are found later on when Bills have been approved by this House. I do not think that that is a thing which happens only in this country. I think laws are amended in other countries also when lacunae are found either by the courts or by Members of Parliament. Still, as we are speedily going ahead with different kinds of legislation, it is just possible that we might be making more mistakes. Even then, in so far as this particular Bill is concerned, I might inform Shri Asoka Mehta that this Bill was introduced on the 1st of May, 1959. It was referred to the Joint Committee after about a week or ten days. The Bill remained with the Joint Committee for about 1 year and 4 months. We met a number of times.



Besides these meetings, I might inform the House that we have had several discussions with individual Members or groups of Members of the Joint Committee. When I say so, I am not merely referring to the Members of the Congress party, but I have, along with the officers of our departments, discussed the different provisions of the Bill and tried to understand their viewpoint. This Bill has come up to this House after great deliberation.

As was mentioned, a number of witnesses came up before the Joint Committee. If I am not wrong, the different representations and memoranda received consisted at least of 1000 pages. The Members of the Joint Committee have had the benefit of their advice and as far as I remember, there were several Members who very closely cross-examined the witnesses who appeared before the Joint Committee. In the light of their observations as well as of their own independent consideration and discussion, held by the Members of the Joint Committee, the Bill has emerged in this form. In so far as the drafting of the Bill is concerned, I am not responsible in any way. Of course, if I move a Bill, I am responsible for everything. The drafting of the Bill, I cannot guarantee that it is perfect. But, in so far as the Bill is concerned, I do feel that we have given very careful thought to every provision and we have tried to incorporate in the Bill as reasonably as it, was possible the different points of view expressed in the Joint Committee.

Shri M. R. Masani laid emphasis on the fact that this Bill might come in the way of the economic development of the country, and it might prove as a disincentive to the industrialists, and, it was, therefore, that he did not welcome some of the provisions of this Bill. I need not add that his wish and desire that the country should be industrialised, and every entrepreneur should get enough incentive is fully shared by me and by the Government as a whole. But one thing that has to be remembered is that development

[Shri Lal Behadur Shastri]

without any kind of regulation or check may sometimes lead to disaster, and I am, therefore, not quite able to appreciate what Shri M. R. Masani has said about the Company Law Administration and also about some of the provisions contained in this Bill.

It is true that a large number of companies will come up during the course of the next few years. It is only but natural that in a developmental economy, it should so happen. May I ask Shri M. R. Masani whether it would be possible for thousands of these companies to voluntarily regulate all their activities or at least the important part of their activities? I do not think there is any country in the world which has got no law or no rules or regulations for controlling the companies which exist there.

**Shri M. R. Masani** (Ranchi): That is nobody's case. I argued for minimal control, not for no control.

**Shri Lal Bahadur Shastri:** That is true. But my hon. friend referred to trusteeship. I am not questioning the merits of trusteeship itself. That is a different subject on which views can be expressed at some other time. But trusteeship itself does not visualise any kind of check or regulation. As Shri M. R. Masani mentioned that word once or twice, and some one else did mention about that, therefore, I felt that it was necessary to realise the fact that some kind of check and regulation is absolutely essential. I am glad that Shri M. R. Masani agrees with it.

**Shri M. R. Masani:** Surely.

**Shri Lal Bahadur Shastri:** He has said that he does not want that there should be too much intervention by Government. I might tell him and the House that the conditions as they prevail in our country are entirely different with compared with those prevailing in other countries, and, therefore, we have to evolve formulas in accordance with the needs and requirements of our country, and what the position is today.

So far as this Bill is concerned, naturally, our objects are: firstly, to prevent misconduct and malpractices on the part of management, and the abuse of powers vested in them by the general body of shareholders; secondly, to adjust the rights of the managements *vis-a-vis* the shareholders and others concerned; thirdly, to protect the joint-stock companies from the inroads of undesirable persons, and lastly to ensure that the activities of joint-stock enterprises are carried on not only in the interests of those directly concerned with them, but also in furtherance of the ultimate ends of our economic and social policy, which the country has accepted, and the Parliament has endorsed on more than one occasion. For such regulation, there can be only one agency, and in this case, it can only be the Government.

Shri M. R. Masani referred to the examples of some of the advanced countries of the world. As I said just now, he has not tried to compare likes with likes. The environments in which joint-stock enterprises carry on their business in our country are very different from those in which companies carry on their business in the USA, the UK or even in Japan or West Germany. What are the differences? I shall mention them briefly:—(i) a somewhat narrow and limited acceptance of the principles of social responsibility or social obligations—I am referring to our own country; (ii) a tardy growth of the sense of trusteeship and of responsibility in the average company management of this country; (iii) the absence in this country of strong and well-organised financial institutions with long traditions of public service to their credit and with the reputation to lose, similar to those operating in the capital markets of the United Kingdom, and the USA; (iv) the

absence in this country, if I might mention, of a strong and reasonably unbiassed financial and economic press served by competent commentators of independence and integrity; (v) the absence in this country of a strong and well-developed public opinion in regard to company matters; and (vi) the very slow progress made so far towards the professionalisation of management of joint-stock companies.

**Shri M. R. Masani:** It has been very fast during the last five years.

**Shri Lal Bahadur Shastri:** It has been very fast, but still, if my hon. friend will merely see the efficiency and the capacity of the secretaries functioning in different companies, I am sure he will feel amazed; even he will not find competent and efficient secretaries in charge of the administrative side of a large number of companies. In fact, we propose to train a very large number of secretaries, in order to help the industries, whether in the public or the private sector.

**14 hrs.**

I have mentioned already about the difference that exists between us and the other countries. I have not visited any country, but recently, the Commerce and Industry Ministry sent a delegation to the USA, UK, Germany and Japan. One of the members of the delegation was Shri Mazumdar, Secretary of our Company Law Department. He has not submitted a full report, but I did ask him as to what is the position in those countries in so far as their laws are concerned and also what is the main difference between us and them. He gave me a note and if the Speaker will permit me, I shall take a few minutes and read out some of the important portions.

"The amount of control exercised on corporate management and in particular on corporate practice is quite considerable in the United States. Although the nature and scope of this control are somewhat different, a host of regulatory commissions, several basic enactments relating to the corporate sector including the well-known anti-trust measures, not to speak of the basic legislation of the New Deal of the Roosevelt era controlling company methods and practice, exercises in their totality a degree of influence on corporate practice and corporate conduct in the United States which is not adequately known in this country.

"For example, the requirement regarding the filing of registration statements under the Securities Act, the requirement about reporting insider trading, that is, dealings by directors and others in the share capital of companies, the voluminous rules and regulations issued by the Securities Exchange Commission of the United States, all of which conform to the pattern laid down by the Commission, the provisions of the Investment Companies Act and the Investment Advisers Act regulating the business of investment in companies, the reporting requirements of the Stock Exchanges in the United States, the activities of the Federal Trade Commission based on several enactments, the work of the anti-trust division of the Justice Department, the provisions of the anti-trust measures themselves, some of which indirectly control company investments beyond certain limits—all these regulatory measures and the activities of the aforesaid regulatory Commission exercise an amount of control over company practices and company management which, it seems to me is in the aggregate not much less onerous than the burden which our own regulatory laws in this country are said to impose on our trade and industry".

[Shri Lal Bahadur Shastri].

I shall mention a few words on the United Kingdom practice also.

> "It is true that in the United Kingdom there is much less regulation. But the influence of the voluntary institutions, to which I have referred earlier, particularly those in the City of London imposes a measure of discipline on company methods and practices which it is difficult to duplicate in other countries, and certainly it will take some time for us to adopt them."

I am sure Shri M. R. Masani must have read the questionnaire issued by Lord Jenkins Committee on the reform of the English Companies Act, and he will notice that there are several items of unregulatory company practice in several areas of the English Companies Act of 1948 which are apparently causing concern in informed circles in that country and it is likely that many of these areas may be brought under control in future.

> "I need only mention the problems in the UK regarding the private companies, the inter-relations between private and public companies, the problems connected with the protection of minorities, the protection of special classes of shareholders, the Board of Trade, power to appoint inspectors, the problems connected with the disclosure of ownership and control, the problems connected with the taking over of big concerns. Besides company conduct as distinct from company practice, the organisation is subject to types of control which are different from those types known in this country. For example, inter-company agreements to sell or market goods. The terms and conditions of such agreements, dealers' margins etc. are matters under considerable regulation in the UK, some of which have distinct resemblances to the problem of selling agents in this country".

That Committee is still sitting and there some of the problems with which we are faced and which we have tried to tackle in this Bill are under consideration.

I shall not mention about West Germany, although Shri M. R. Masani referred to Dr. Erhard. But there also, under the West German company law, they have their own structure of board of management and supervisory board.

Therefore, it will not be correct to say, as Shri Masani did, that our laws are outmoded and there is almost no parallel in other countries. I have always been laying stress on voluntary activities and voluntary regulations being adopted by trade and commerce. There has been some response, but it has not been satisfactory—it is not full at all. If there is no voluntary regulation on the part of trade and industry, there is no way out for us but to protect the interests of the shareholders, minority shareholders, as well as of the people at large, because these companies have a great impact on the general economy of the country—how they are run, how they function and so on.

Shri H. N. Mukerjee said he felt somewhat disappointed at what he regarded as the failure of this amending Bill to cope with the problems of concentration of wealth and economic power. I cannot quite clearly comprehend why he should feel so disappointed. Of course, he has to realise that the Company Law Administration alone or company law alone cannot lay down the policy, the final policy, or take every action in so far as control of economic power is concerned; the Company Law Administration is part of the big Government which has to tackle this matter as a whole.

**Shri Tyagi** (Dehra Dun): The Ministry of Commerce and Industry is there.

**Shri Lal Bahadur Shastri:** The Ministry of Commerce and Industry is certainly there. But Tyagiji has been a Minister of Finance and he should know better than myself that the Finance Ministry has in no way less say in this matter. The Stock Exchange, capital issues—all these are controlled by the Finance Ministry. But I say it is our responsibility collectively as Government to see that there is co-ordination between the Finance Ministry, the Commerce and Industry Ministry and other Ministries concerned, and evolve a set policy and act accordingly.

May I mention only two instances for Shri H. N. Mukerjee? There is section 322 which lays down that after 15th August, 1960 no managing agent shall manage more than 10 companies each. The section contains provisions as to who are to be deemed to hold office as managing agents within the meaning of this provision. He will see that we have brought forward an amendment of the section by our clause 120 with a view to ensure that a number of managing agency companies who may really be regarded as belonging to the same group are not allowed to manage 10 companies each. Then there is an amendment for section 372 by clause 136 in this Bill. A public or private company which is a subsidiary of a public company will not be allowed, subject to certain specific exceptions, to invest more than a certain proportion of its paid-up capital in the shares or debentures of another body corporate without the prior sanction of the Government. This amendment is intended not only to ensure that company funds are soundly invested but also to prevent the use of such funds by the management of one company with a view to acquire control of another and thus bringing about undue concentration of financial and managerial powers. As I said, the Companies Act cannot be regarded as the sole or the chief instrument of economic policy in this respect.

Shri Mukerjee said that we had not taken effective steps against the managing agents. It is true that we have not abolished the system of managing agents. I do not consider it necessary. But Shri Mukerjee knows what we have done many things during the last few years in so far as the managing agency system is concerned. The checks and regulations that we have imposed on them have proved very effective; they have improved the system and they have not encouraged the setting up of new agencies. We have introduced a slab system in so far as the remuneration of the managing agent, director or the managing director is concerned. We have also set a period of five years, at the end of which the renewal of the managing agencies is to be considered. Formerly, they were given a period of ten years. Now, we get an opportunity after every five years to review the position. In certain cases we have extended the period to ten years because big factories and companies are expanding. For instance, take the IISCO or the TISCO. They are going in for large expansions and they are making heavy commitments. In such circumstances, it is advisable to give them a longer period so that they can go ahead with their work with a steady mind. In very few cases we have framed certain principles on the basis of which we extend this period but generally our policy is to restrict it to five years. As I said the remuneration has also been prescribed. Any changes in the constitution of the managing agency also require the approval of the Government unless the managing agent is a public company quoted on the stock exchange. I personally feel that if we would take these steps which may lead to a gradual elimination of the managing agents. Now, may I give the figures. They speak for themselves. Out of 4356 companies formed newly, about 71 per cent. of 3105 are proposed to be managed dir-

[Shri Lal Bahadur Shastri].

ectly by the board of directors and about 1182 preferred management by managing directors. Only 50 companies out of these opted for managing agents. It is a good and happy trend and is in accordance with our policy. This system should not continue for ever. Where it is needed in order to develop a special skill or technique or a special industry we should not unnecessarily or on any ideological basis strike at the root or go against it, especially when we want new industries to come up with the help of our own technicians and others who are versed in business management.

Shri Asoka Mehta referred to the remuneration part and I shall say a few words about it later on. But I may here mention that every application for remuneration of the managing agent or director or managing director is considered by the company law advisory commission, which is a statutory body. Barring a few cases—Government has the authority to alter the recommendations—our practice has been mostly to accept the commission's recommendations. They consider the matter objectively. The commission consists of five members—the Chairman happens to be one of the ex-Judges of the High Court. There is a professor of economic from Madras as a member. There are two representatives—one from the labour and the other from the industry. The labour representative happens to be a Member of Parliament also. There is also a very senior chartered accountant. My impression is that the commission has been functioning in an independent and objective way. Of course we have been advising them as to what our policies are. For instance, the slab system that we wanted to introduce was communicated to them and they fixed the remuneration accordingly. Generally, the basic principle is that no individual should be paid a remuneration exceeding Rs. 1·20 lakhs per annum or Rs. 10,000 per month. In the general context of our country, this would be considered fairly high. But you have to consider what they have been getting before. Even today the offers made by the companies in so far as salary, etc. are concerned are fairly high.

**Shri Prabhat Kar:** Perquisites?

**Shri Lal Bahadur Shastri:** It will not include perquisites. The fixed salary, dearness allowance and other allowances should not go above Rs. 1·20 lakhs per annum. It will not include perquisites. In certain cases.....

**Mr. Speaker:** Is there a graded remuneration or is it the same for all companies?

**Shri Lal Bahadur Shastri:** There is a scale with a ceiling. If they do not accept the slab which we have prescribed, then a ceiling is fixed and above that no managing director or managing agent can be paid.

**Mr. Speaker:** What percentage does it work out?

**Shri Lal Bahadur Shastri:** It is 10 per cent. of the net profits.

**Mr. Speaker:** Not exceeding that?

**Shri Lal Bahadur Shastri:** Yes, not exceeding that.

As regards the guarantee commission to the managing agents, this is to be included in the maximum remuneration. This is also a new thing which we have done. They had asked for separate commission being given to them on loans etc. that are got with the help of the managing agents. But we have said that this is to be included in the maximum remuneration of 10 per cent. of the net profits of the company specified in section 348 of the Companies Act. Further, the actual amount of guarantee commission payable in any year shall not ordinarily exceed one-tenth of the remuneration otherwise payable under the managing agency agreement.

**Mr. Speaker:** Does it include expenditure on their staff etc.?

**Shri Lal Bahadur Shastri:** This, Sir, is the guarantee commission. The managing agents obtain loans for the industry or for the concern, and because they are able to arrange loans for that company, they stand guarantee for them and take some risk, therefore they want some commission. They wanted it to be paid excluding the 10 per cent. of the net profits about which I just now mentioned. They wanted that that commission should be given over and above this 10 per cent. We have decided that it will have to be included i nthe 10 per cent. already prescribed.

Shri Asoka Mehta mentioned about the setting up of a statutory body and an administrative tribunal. Perhaps, Sir, this matter was discussed in the Parliament before when the original Bill was being considered in 1956. I do not know whether it would be wholly advisable to set up a statutory body of that kind. The management of the companies and the running of the companies is so closely related with the broad economic policy of the Government that I do not know if it would really be advisable for the Government to vest its powers in some separate or independent body. There are statutory bodies for other things. But in so far as company matters are concerned, as I said, they concern vital matters, vital policies and, therefore, it may not be advisable. I do not want to rule it out, but I do not think it would be advisable to set up a statutory body. Once Mr. Cohen, who is a great expert on Company Law in the United Kingdom, had also expressed his views. I shall read out later a few lines from what he said. I hope Shri Asoka Mehta also will like to give further thought to it. But at present, as I said, I do not feel like accepting his views in this matter.

As regards the administrative tribunal, well, there is Shri Masani and his other friends who object to it. Even when Shri Asoka Mehta was speaking Shri Masani was springing on his seat and somewhat protesting. I can quite appreciate his objection to the setting up of an administrative tribunal. In the circumstances, there is no way out but to leave this matter to be handled by a department of the Government—the Company Law Administration Department. It was in this connection that I mentioned what Mr. Cohen had said. Shri Deshmukh while replying to the debate on this Bill last time quoted what Mr. Cohen of the United Kingdom once said. He had said:

> "No modern system of Company Law can be satisfactorily administered except through a strong and competent civil service, for it was of the essence of any such system that effective powers must be given to the Executive and large measures of discretionary authority must of necessity be vested in the organisation responsible for the administration of the Companies Act."

Well, if Shri Masani will not mind I might say that this observation was made not by a State monopolist or one who holds socialistic views.

Shri Mukerjee referred to private and public companies.

**Mr. Speaker:** Is there a proposal to fix any minimum qualification for managers of joint stock companies as in the case of auditors etc.?

**Shri Lal Bahadur Shastri:** For auditors it is there.

**Mr. Speaker:** Large public funds are in their hands. Is there a proposal to insist upon a minimum qualification to avoid relations and others without qualifications being appointed as managers?

**An Hon. Member:** Only the number of shares held is there.

**Shri Lal Bahadur Shastri:** As far as auditors are concerned, of course, they are qualified chartered accountants.

**Mr. Speaker:** What about the managers? Auditors come in after the event.

**Shri Lal Bahadur Shastri:** Well, it has to be left to the discretion of the companies. If they want to eliminate themselves let them do so. Some of them have done so. Then they will have to face the consequences. But so far we have not prescribed any qualifications for the managers. The truth of the matter is, supposing there are 1000 workers in the factory and about 50 or 60 officers, it is possible that one or two relations of the director or the managing agent might be appointed.

**Mr. Speaker:** I am not making any accusation. In public joint-stock companies where the shares are thrown open, where the shares are available in the market, large funds of the public are involved. Restrictions are imposed regarding scrutiny by qualified and competent auditors etc. Is it not necessary that a person who is able to follow the 600 different sections of the Act with all the ramifications is put at the top? Would there not be persons who are competent? Is it desirable to leave it in the hands of the shareholders or persons who have subscribed the most and who hold large number of shares? Is not the Government interested in seeing that the management is in proper hands so as to avoid wastage of public funds? Has the Government thought about it?

**Shri Lal Bahadur Shastri:** Well, Sir, some of the provisions which have been included in this Bill will help in that regard. Various factors have to be taken into consideration when managers etc. are appointed. Sometimes a highly technical person is not able to manage a company. He may do the technical part of the work very well. But my own experience in regard to public sector projects, is that to being with, I have found the civil officers doing much better. If we take the management as a whole every aspect has to be seen, the technical side, the administrative side, the marketing part of it and everything else.

**Mr. Speaker:** Therefore no qualification is necessary? If a technical person is not competent to manage, a person with no qualification is much better than him?

**Shri Lal Bahadur Shastri:** I cannot say that of every manager. But generally it is in the interest of the companies themselves to appoint good and efficient managers and I know of a large number of managers of companies who are indeed very competent. In fact, some of them have come to the public sector projects and they have done exceedingly well. Whereas Mr. Masani wants that there should be complete autonomy given to the companies you are suggesting that we should prescribe qualifications and perhaps later on we might also appoint managers and managing directors of companies!

**Mr. Speaker:** The hon. Minister is certainly aware that a number of retired government servants, even before they retire, enter into agreements with various companies and as soon as they retire are made general managers. Then, why do you not prescribe qualifications instead of allowing these persons to go in?

**Shri Lal Bahadur Shastri:** There also, if you will permit me to point out, there are General Managers of Railways. The General Managers are technical people in general. The railway organisation is such that a technical person has to look after and supervise a big administrative organisaion. The General Managers have to look after workshops as well as manage thousands of workers who are working in that zone. We have found the railway officers to be very good, in so far as management of our big public sector projects is concerned. I have taken half a dozen such railway officers who are technically qualified and yet they are also administratively very capable. As I said, there are various factors which have to be taken into consideration while making these appointments.

In regard to public and private companies, I would like to give certain figures. Shri Hiren Mukerjee and some other friends gave certain figures about investments in private companies during the last one or two years which are not quite correct.

**Mr. Speaker:** The Private Members Business will start as soon as the hon. Minister concludes.

**Shri Raghunath Singh** (Varanasi): The time should be extended.

**Mr. Speaker:** Certainly.

**Shri Lal Bahadur Shastri:** I was mentioning about investment in private companies. This is the paid capital in crores of rupees. The investment in Government companies in 1956-57 was Rs. 53·7 crores; in 1957-58 it was Rs. 238·8 crores.

**Shri Tangamani** (Madurai): What is the number of non-government private companies?

**Shri Lal Bahadur Shastri:** I am coming to that. The investment in Government companies in 1958-59 was Rs. 405·1 crores. A large number of government companies, Central and State, have entered into the field.

In order to save the time of the House I shall only give the figures relating to non-government companies in 1958-59. Investment in non-government companies in 1958-59 was Rs. 320·6 crores, as against Rs. 405·1 crores invested in Government companies. I may also add that when we say 'private companies', Government companies are also registered under 'private limited companies'. Therefore, there is some confusion. I wanted to give these figures in order to show that all that is said about private companies in some papers are really not private sector companies, but public sector companies also.

**Mr. Speaker:** Why don't you say 'Private Company (Government) Limited' in order to avoid this confusion?

**Shri Lal Bahadur Shastri:** Formerly we used to say 'Government private limited company'. But that again created further confusion. So, we have placed a notification on the Table of the House by which we have decided to drop the word 'private' from every Government company.

I shall not take time for dealing with the sole selling agents; this will be discussed again when the consideration of clauses is taken up. So, I shall leave that out.

Of course, Mr. Masani is very angry with the special audit provided in the Bill. He said that Government had run amuck. I am at least in my senses; I hope the officers of the department who are sitting in the galleries are also in their senses. Anyhow there is the special audit. This, as, Mr. Masani knows, is a new provision and it was introduced in the Joint Committee itself. I have given fairly careful thought to this amendment and I feel that it is absolutely necessary if we really want to build up new companies and if we really want to have solvent companies working in our country. I may in this connection refer to some of the Bills which have closed during the last two years. Investigations have been made, not by government officers alone, but by Committees, of which one was a government officer, the other an independent person and the third a representative from the industry, and I have got a unanimous report of these committees, where they have said that the mills closed down because of gross mismanagement and sometimes fraud and all that. So, it is not only in one case, but in a number of cases that we have found that the companies have been mismanaged and therefore closed down, resulting in lower production as well as depriving a large number of workers of their employment. So, what are we to do in these circumstances?

We know that there is deterioration in the working of a company and yet

[Shri Lal Bahadur Shastri].

we have to sit quiet and cannot intervene. We can only intervene under section 18 of the Industries (Development and Regulation) Act when the mill or factory is closed down. I felt that in order to bring about a reform in the existing situation it was essential that some kind of special audit should be provided. I personally feel that it is in the interest of the concern or the industry itself, because while things are going wrong if we can intervene and bring about improvement, it will help the industry, it will help the concern itself, and also protect the interests of the workers as well as shareholders. So, I feel that this kind of provision is necessary.

Shri Masani said that we should provide some safeguards. He said that one of the safeguards should be to give them prior notice or give them advance notice or give them the charges before an enquiry is actually held. I think it will not be convenient or easy to do so, because, sometimes the charges are of a serious nature and if they are given to them, the documents might be destroyed or they may be removed, and an enquiry may become fruitless. In the circumstances, it would not always be advisable to take that step, but generally, our policy is to ask the parties to explain after we give them the charges and if they are able to give satisfactory explanation to the department, the department does not proceed further. But if the explanations are not satisfactory, naturally even today an enquiry is held by the inspectors. This kind of special audit will be more effective and more useful than the inspectors' audit. Of course, we cannot go in for investigation into a large number of companies. That is not correct. The best course would be to select two or three companies, the conditions in which are really bad, and the company law department has some definite material on the basis of which it thinks an enquiry is needed. So, with that material, and in the case of a few companies, as I said, where we consider it essential to make a special audit, we will do that. I think that will have a general toning effect on other concerns.

In so far as the submission of the report of the auditor to the parties is concerned, there again the same risk has to be faced. If there are minor mistakes or minor irregularities, the company or the party can certainly be informed. But where there are major allegations and those charges seem to be *prima facie* correct, it would not be advisable to give a copy of the report to that company. The matter will be sent to court and the party will be entitled to fight the case in court. We have, of course, provided that in case the department does not take any action during the course of four months after the submission of the report, the copy of the report will be given to the industry or the mills or to the concerns, and they will be given every opportunity to rectify their mistakes. I do not think we can go beyond this.

**Shri Harish Chandra Mathur** (Pali): I have made a suggestion. May I know your reaction to that? I said there should be a sort of second check. You must have a special team which will go and check various companies in turn without giving any adverse report against them so that the difficulty about the reputation of the company being jeopardised because of your team being sent will be avoided and the objection to that effect will be done away with.

**Shri Lal Bahadur Shastri:** I think Shri Harish Chandra Mathur will be creating further complications. If we accept his proposal, really it might create difficulties because there are companies which are running very well today and they are being managed well. If the auditors go or if a special audit is held regularly, if a team goes from one company to another, I do not think it will be of much help; it will be resented by many of the companies which are being managed well. I do not think that would be feasible.

Shri Masani said that we have withdrawn certain complaints which were considered by the company law advisory commission under sections 408 and 409. He said that it was not fair that those powers should have been withdrawn from the companies.

**Shri M. R. Masani:** I said, 'limited'.

**Shri Lal Bahadur Shastri:** Yes; limited. I do not think that criticism is quite fair as it comes from Shri Masani who happened to be a member of the Joint Committee. He will also remember that this matter was fully discused in the Joint Committee and we agreed that only cases of minor and trivial nature will be considered by the department, because there are hundreds of complaints received by the department and if each and every complaint is referred without scrutiny by the department to the company law advisory commission, their work will expand considerably and it will not be able to attend to important work. So, we decided that complaints of minor nature will be considered by the department itself without being referred to the Company Law Advisory Commission. And then we went ahead further and provided that even in those cases interim orders will be passed by the department but the final order will be issued only after the company law advisory commission has been consulted and their advice obtained. So, we have made that provision, and I do not think we can go any further.

Shri Ramsingh Bhai Verma and some other hon. Members have suggested that section 530 should be amended to increase the limit of preferential claims for workmen. I shall not take much time of the House but I would only like to mention that there are about seven preferential claims in that sub-section. Out of these seven claims, five are intended for the benefit of workmen and the remaining two are the claims of the States. So, I doubt if it is necessary to accept Shri Ramsingh Bhai Verma's suggestion.

**Shri Tangamani:** But the original ceiling was Rs. 1,000; it could have been included for the preferential payment; but it has not been increased; the ceiling is there.

**Shri Lal Bahadur Shastri:** Shri Tangamani was in the Joint Committee, and he forcefully put his point of view. But it was not agreed to. If the hon. Member so desires, he can raise this issue again when the particular clause is considered.

Shri Naushir Bharucha said that under section 250 powers to be conferred on Government to freeze voting rights or to prohibit the transfer of such shares in certain cases should be confined to a period of one year only in the first instance, and that it may extend to three years with the approval of the court. I do not know why Shri Naushir Bharucha should make that suggestion, because in the Joint Committee, we decided that when the Government passes orders in so far as the freezing of shares etc., is concerned, the party concerned can go to a court of law. We have made provision to that effect and we have merely said that only the court should give an opportunity to hear representatives of the company law department, and whatever the court decides will of course be acceptable to Government. So, in the circumstances, to fix a small period of one year will not be advisable. In regard to the activities of some concerns and some of the industrialists who transfer the shares and who make wrong type of inter-company investments we must deal with them effectively, and in the circumstances, I do not think it will be advisable to restrict the period to one year.

Shri Bharucha also felt greatly perturbed over payments to promoters. I do not know to which he was referring, but it is true that recently in the case of certain companies there has been heavy over-subscription.

**Shri Naushir Bharucha** (East Khandesh): 60 times.

**Shri Lal Bahadur Shastri:** The particular point which we have to consider just now is that they have been asking for promotional fee or commission for the promotional work of the particular company. This matter was considered in this department and we have decided that certain principles should be followed and they should be kept in view while deciding these applications. They are: We have to see whether the promoters or their relatives or other associates are being appointed as managing agents or managing directors or managers within the meaning of the Companies Act. In the case of companies managed by managing agents, the total promotional expense should not exceed 1·5 per cent of the estimated cost based on carefully prepared reports of the project. In the case of companies managed by Board of Directors, the promotional expense should not exceed 2 per cent of the estimated cost of the project. Even when the promotional expenses are within these limits, Government would have the right to ask for detailed information when they consider that such information is necessary. In no case should the percentage of ceilings be exceeded unless the promoters could justify with facts and figures that the expenditure in excess of the ceilings was essential for the promotion of the company.

So, the beginning is undoubtedly good. Let us see how we are able to implement it. I might also add that it was also decided that the controller of capital issues should be apprised of the above view and asked to consult the department in future in all such cases.

We also referred this matter to the Finance Ministry and it has almost been decided that when any new company has to be floated with a capital of Rs. 10 lakhs and more, the sanction of the C.C.I. to the issue of the capital is necessary. By arrangement with the C.C.I., the practice has been further established whereby prospectuses of such companies are referred to the Company Law Department for comments before sanction for the issue of capital is awarded. This check over proposals for unconscionably high promotionary charges can be exercised by the co-ordinated action of the different departments of the Government. We have to arrange for better co-ordination between the Commerce and Industry Ministry, the Finance Ministry and other Ministries. There is no doubt about it.

Shri Khadilkar said some companies were floated in his area and there was excessive over-subscription of shares. Generally it has happened in those cases where there has been foreign collaboration and the people felt that the company will run well and will be a very profitable concern. Hence there has been over-subscription. But there also we feel that some action is called for. I have been in touch with the Finance Ministry and we have taken some decisions. Shri Khadilkar said that the promoters of certain companies have taken a very long time in returning the application money to the unsuccessful applicants and further the companies had utilised the amount for their own financial requirements. As I said, when I consulted the Finance Ministry, we have been informed that the stock exchange division proposes to amend the listing requirements of the stock exchanges and also the statutory rules relating thereto by making it compulsory for every company which seeks listing on the stock exchange to complete its allotment within a period of 3 months, unless, of course, in the case of exceptional over-subscription, the company concerned takes the prior consent of the Government for extension of the period. Generally it will be for a period of 3 months and not more than that. The amendments to the Securities Contracts Regulation Rules, 1957 are being considered by the department of economic affairs.

**Shri Khadilkar** (Ahmednagar): It is good so far as it goes. When the prospectus is issued and subscriptions are called for, speculative activity begins. Would it not be possible to put some check on the transfer of

shares for a couple of years? After the purchase of the shares, for a couple of years no transfer should be allowed.

**Shri Lal Bahadur Shastri:** I cannot express any opinion on this point; the suggestion made by the hon. Member has other implications also. So, it will have to be examined; I cannot say off-hand.

There are some very revealing figures about managing agents and the number of companies they manage. The House will be interested to know that the number of managing agents who manage 10 companies is not more than 7; the number managing 9 companies is 6; the number managing 8 companies is 2 and the number managing 2 companies is 65. The number of managing agents who manage one company is 776 or 84·3 per cent of the total number. This reveals the way in which the concentration of wealth and concentration of power is being decentralised.

**15 hrs.**

Then, I should like to say a few words on the subject which has been referred to by almost every Member, *viz.*, the question of political contribution by companies. I do not know why they should raise such controversies so far as this provision is concerned. It is not a new section and I hope hon. Members will remember this fact that this is a legacy of the past, and if we have done anything we have provided something which will certainly be more acceptable to this House, that is, disclosure of the contribution made by the companies. So, we have not done anything new. Yet, there is considerable opposition and a number of speeches have been made on this matter. A non-official Bill was moved on this as also some resolution and still it goes on.

Then there are one or two other matters. Shri Asoka Mehta said that the companies have no conscience and they are not living organisms and all that. I do not know whether we can really consider companies as having no conscience. I personally think that they are quite alive and kicking. The companies deal with many vital and big matters. They not only run the concerns but invest money in other comapnies, arrange for the expansion of their own plant, take up new highly technical industries and so on. All that is done either by the board of directors or by the managing agent. So, in these matters it is quite alive and it is not considered that it has no emotions or feelings. It can do everything else, but when the board of directors of the company decides, in consultation with the shareholders of course, to contribute some funds to any political party, it is said that the industry or company has no conscience or it is not a living body. I do not know how it can be said so. I think the industrialists are very much political minded, perhaps no less political minded than the hon. Members here in Parliament. They hold political views and if they decide, in consultation with their shareholders and their general body meeting—it is not merely a meeting of the board of directors but it is a general body meeting—to contribute something to some political parties, I do not know why it should perturb us so much. In fact, I felt that Shri Masani has almost conceded it in principle.

**Shri M. R. Masani:** No, Sir.

**Shri Lal Bahadur Shastri:** In a way he has. When I asked him the other day he said that when you alter the memorandum or the article the shareholders do not fully realise its significane, and so it should not be altered in the midstream. When I put a question to him that suppose it is originally provided in the articles or memorandum then he said that it will entirely be the responsibility of the shareholders.

**Shri M. R. Masani:** If I may elucidate what I said at that time, I said

[Shri M. R. Masani]

that the shareholders then have no grievance because when they joined the company they knew they are joining a company whose articles provided for it. But I went on to say that there are many reasons why it is not right to allow them to corrupt the political life of the country.

**Shri Lal Bahadur Shastri:** I am dealing with a part of what Shri Masani has said. He has other grounds also.

**Shri M. R. Masani:** I never conceded the principle.

**Shri Lal Bahadur Shastri:** He has conceded the principle, so far as . . .

**Shri M. R. Masani:** So far as the shareholders are concerned, that is right.

**Shri Lal Bahadur Shastri:** I want to restrict myself to that. I am glad that he said if it is originally provided in the articles or in the memorandum then the shareholders can have no objection. As the time at my disposal is short, I will conclude in 10 or 12 minutes time, and I will reserve my comments till the clause is actually considered. Because, I know, when the clause comes up it might take one full day or even more. Also, every hon. Member might like to express his views or repeat his points. So, it would perhaps be better for me to reserve my comments till then.

**Shri Tyagi:** But keep your mind open.

**Shri Lal Bahadur Shasttri:** Of course, my mind is quite open, and I said so in the Joint Committee itself. I said in the Committee that I will leave it to the members of the Joint Committee to take their decision. If the proceedings of the Committee are not secret, I did not vote for it. My Colleague, Shri Kanungo, also did not vote for it. Because, I am a political worker of a particular political party. Therefore, I can be considered an interested party. I would, therefore, not like to express my view, although I have clear views on the matter. But, if you will permit me, Sir, I shall quote what Justice Tendulkar has said in regard to a case which was argued before him.

**Mr. Speaker:** The hon. Minister said he will reserve his comments for the consideration of the clauses.

**Shri Lal Bahadur Shastri:** If you will permit me, I will finish in two minutes. I am going to quote this because Justice Chagla's observations were often referred to in this House. So, it will be better if the opinion of another Judge is also heard by the hon. Members of this House. After referring to many other points, Justice Tendulkar says:

> *"Prima facie,* the shareholders are the best judges of their own interests and it is only in a case where the court is satisfied that a minority is being coerced that the court may possibly be justified in intervening."

It was, perhaps, the case of Tata's and the special resolution sanctioning the alternation of the memorandum, the Judge said, was admittedly passed without dissent. Then, expressing his opinion on the basic principles, he said:

> "In a democratic State, such as India is today, with the adult franchise the requirements of publicity for funds contributed to a political party appears to me to be such a regulation and Mr. Seervai, appearing for the Company not only concedes that it will be wholesome to have such publicity but the petitioners have

undertaken that they shall separately show in their profit and loss account every year every single contribution, directly or indirectly made, to a political party in the event of the alternation of the memorandum being confirmed. If this obligation of publicity had not been voluntarily undertaken by the Company, I would have felt disposed to impose it as a condition of confirmation, if I ultimately found that there was no other valid ground for not confirming the alternation. But, apart from this consideration "(mark these words)" I am not prepared to hold that the mere power to give a donation or a contribution to a political party has such a tendency to corrupt political life as to be considered against public policy for the harm to the public by permitting such contributions cannot be, to use the words of Lord Atkins again, be stated to be substantially incontestable."

He has made further remarks and, with your permission, I shall read them out. Referring to other countries, particularly the United States, he said:

"Other contributions were by law subject to compulsory publicity presumably on the excellent ground that the people must know who is paying their political bills so that they may be able to judge for themselves whether they are paying any prices for such dependence. By the Act II of 1940 a limit of $500 was placed on individual contributions. A subsequent investigation by a Select Committee of the House of Representatives in 1949, commonly known as the Buchanan Committee, has found as a fact that there has been a widespread evasion of this particular regulation. In England one of the attempts that was made to regulate contributions to political parties was a resolution passed by Parliament in 1949 sponsored by the Labour Party recommending that all political parties should publish annual accounts, but the resolution has so far, at any rate, as the Conservatives are concerned remained a dead letter."

This is what he has said about the USA and UK. This is the opinion of a judge sitting on the Bench. He has expressed a categorical opinion. I was surprised at a suggestion having been made by one of the judges that these contributions should come up before the High Court and the High Court should decide what amount of contribution should be made and to which party. This is a suggestion, which, if I might say the least, is amazing. I do not think the House as a whole will ever like that the High Court, a judicial body of such high standing, should be involved in these matters.

**Shri Naushir Bharucha:** The High Court did not say that.

**Shri Lal Bahadur Shas'ri:** I have read it. One of the judges has said it. It has two sides of the question. There are different views. As I said, I do not propose to express my views today. Certain other suggestions have been made and we can consider all these suggestions when the clause is being considered.

**Mr. Speaker:** The question is:

"That the Bill further to amend the Companies Act, 1956, as reported by the Joint Committee, be taken into consideration."

*The motion was adopted.*

**Mr. Speaker:** Clause-by-clause consideration will be deferred. The House will now take up Private Members' business.

**15.13 hrs.**

## COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

### SEVENTY-FIRST REPORT

**Sardar A. S. Saigal** (Janjgir): Sir, I beg to move:

"That this House agrees with the Seventy-first Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th November, 1960."

**Mr. Speaker:** The question is:

"That this House agrees with the Seventy-first Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 16th November, 1969."

*The motion was adopted.*

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## RESOLUTION RE: TARGET OF SHIPPING—*contd.*

**Mr. Speaker:** The House will now resume further discussion of the Resolution moved by Shri Raghunath Singh on the 3rd September, 1960, regarding target of shipping. Out of two hours allotted for discussion of the Resolution, only one minute was taken up. Shri Raghunath Singh may kindly continue his speech.

**Shri T. B. Vittal Rao** (Khammam): We are beginning at 3·15.

**Mr. Speaker:** We will go on till 5.45. Hon. Members must sit till then. If there is no quorum, What can I do?

**श्री रघुनाथ सिंह** (वाराणसी) : अध्यक्ष महोदय, मैं सर्वप्रथम शिपिंग मिनिस्टर श्री राजबहादुर जी और शिपिंग के डाइरेक्टर जनरल श्री नागेन्द्र सिंह जी को बधाई देता हूं और धन्यावद देता हूं कि उन्होंने इस वर्ष रिकार्ड कायम किया है जहां तक कि शिपिंग के टनेज का सम्बन्ध है। इस वर्ष उन्होने १६ जहाज करीब १,४२,००० टन के हिन्दुस्तान की जहाजरानी में और जोड़ दिए हैं। इस प्रकार द्वितीय पंचवर्षीय योजना के अन्त में हम केवल पंचवर्षीय योजना के टारजेट को ही पूरा नहीं करेंगे, बल्कि उससे भी ज्यादा हम करेंगे। यह सबसे बड़ी बात इस साल हुई है।

१६५४ में पहले पहल शिपिंग के सम्बन्ध में एक प्रस्ताव पास किया गया था और आज करीब ६ वर्ष के पश्चात सन् १६६० में पुनः इस प्रस्ताव को उपस्थित करते हैं। उसके दो तीन कारण है। पहला कारण तो यह है कि यह उबसे अच्छा समय है कि हम शिपिंग की उन्नति की ओर ध्यान दें दूसरा कारण यह है कि नेशनल शिपिंग बोर्ड ने, जिसकी स्थापना इस संसद् के कानून के अनुसार हुई है, यह प्रस्ताव पास किया है कि कम से कम ५ लाख टन तीन वर्षों में होना चाहिए। तीसरी बात यह है कि कांग्रेस पार्टी ने सर्व सम्मति से प्रस्ताव पास किया है कि शिपिंग का टनेज शीघ्रातिशीघ्र अधिक से अधिक होना चाहिये। कांग्रेस पार्टी का वह प्रस्ताव है और कांग्रेस की ही यह सरकार है। मैं समझता हूं कि कांग्रेस सरकार इस ओर ध्यान देगी और इस प्रस्ताव को स्वीकार करेगी।

पहली योजना में शिपिंग के वास्ते २६ करोड़ रुपया दिया गया था और २,६०,००० टन हमने ऐड किया। दूसरी योजना में ५४ करोड़ रुपया दिया गया और ३,२५,००० टन शिपिंग में ऐडीशन हुआ, तीसरी योजना में शिपिंग में के वास्ते ५५ करोड़ रुपया दिया गया है जिसस १,६०,००० टन ऐडीशन होगा। आप चूंकि मैरीटाइम स्टेट के रहने वाले हैं इसलिए आप इस बात में विशेष दिलचस्पी

रखते होंगे । आप देखेंगे कि पहली और दूसरी पंचवर्षीय योजनाओं में जितना टारजेट रखा गया उस से कम तीसरी योजना में रखा गया जब कि तीसरी योजना के काल में हमारी ट्रेड ६० पर सेंट ज्यादा होने वाली है । मेरा कहना है कि जब हमारी ट्रेड ६० पर सेंट बढ़ने वाली तो हमारा शिपिंग भी ६० पर सेंट ज्यादा होना चाहिये था, लेकिन वैसा है नहीं ।

दूसरी बात मुझे यह कहनी है कि आप ने शिपिंग बोर्ड बनाया है, और आप हमेशा हाउस में कहते हैं कि हम एक्सपर्ट की ओपीनियन मानते हैं । इसी अवस्था में कोई कारण नहीं मालूम होता कि आप नेशनल शिपिंग बोर्ड का सुझाव क्यों न स्वीकार करें । नेशनल शिपिंग प्लानिंग कमेटी ने तीसरी योजना के लिये १६ लाख टन का टारजेट रखा था यानी वह ६ लाख टन और ऐड कर देना चाहता था । शिपिंग बोर्ड के सामने जब यह सुझाव गया तो उस ने १४,२२,००० टन का टारजेट रखा यानी वह ५,२० टन और एड करना चाहता था, लेकिन जब प्लानिंग कमीशन के सामने यह बात गयी तो उन्हों ने ११ लाख टन का टारजेट रखा यानी वह १,९०,००० टन का एडीशन करना चाहते हैं । अगर हम इस नीति पर चलेंग तो हमारा भविष्य अंधकारमय हो जायगा । आप देखें कि इजराइल एक छोटा सा देश है, उस ने १० लाख टन का अपना टारजेट रखा है, तवान यानी फारमोसा ने, जो कि एक छोटा सा टापू है, सात हजार टन प्रति वर्ष का अपना टारजेट रखा है । और हमारे पड़ौसी पाकिस्तान ने दो शिपिंग कारपोरेशन बनाये हैं, प्लान इसलामिक शिपिंग कारपोरेशन और आरिएंटल शिपिंग काररेशन, जिन के हैड आफिस कराची में हैं । अगर हम शिपिंग की तरफ ध्यान नहीं देंगे तो पाकिस्तान हम से शिपिंग में ज्यादा मजबूत हो जायगा । आप पाकिस्तान की एयर फोर्स को देखें, वह हम से ज्यादा नहीं है तो हमारे बाराबर तो आ गयी है ।

आप देखें कि प्लानिंग कमिशन की रिपोर्ट में पेज ३६ पर यह कहा गया है :

"This target is, however, felt to be insufficient and is to be examined further."

इस का मतलब यह है कि हमारा शिपिंग का टारजेट बहुत कम है । जिस वक्त यह ड्राफ्ट बना था उस वक्त हमारे सामने अमरीका के गेहूं का कोई सवाल नहीं था, लेकिन आज अमरीका के गेहूं का भी सवाल है, इसलिये हम को अपने टारजेट कम से कम उतना तो रखना ही चाहिये जितना कि शिपिंग बोर्ड का सुझाव है । अगर आप ऐसा नहीं करते तो शिपिंग बोर्ड रखने से क्या फायदा । बोर्ड को तोड़ दीजिये, डाइरेक्टर जनरल आफ शिपिंग को हटा दीजिये और जो काम आप के मन में आवे कीजिये, आप को न एक्सपर्ट की जरूरत है और न बोर्ड की जरूरत है । लेकिन अगर आप ने नेशनल शिपिंग बोर्ड बाया है तो आप को उस के सुझाव को मानना चाहिये और अगर नहीं मानते हैं तो उस का कारण देना चाहिये कि आप उस के सुझाव को क्यों नहीं मानते । लेकिन इस का कोई कारण नहीं दिया गया है ।

मैं बम्बई पोर्ट को लेता हूं । बम्बई पोर्ट में जो कारगो आता है उस में आप देखें कि हमारा परसेन्टेज क्या है ।

बम्बई पोर्ट में जो कारगो आते जाते हैं तो विभिन्न देशों के कारगो का परसेंटेज जो आया है उस के मुताबिक इंडिया ६–५ परसेंट है, यू० के० २६ परसेंट है, नार्वे १४ परसेंट है, अमरीका १०·४ परसेन्ट है, पनामा ९·६ परसेंट है और लाइबेरिया ६·६ परसेंट है । इस से जाहिर होता है कि

[श्री रघुनाथ सिंह]

हमारे मुकाबले में हम से कहीं छोटे-छोटे देशों के कारगो का परसेंटेज हम से काफी बढ़ा-चढ़ा हुआ है । अपने देश में ही अपने घर में ही बम्बई पोर्ट में हमारा परसेन्टेज केवल ६·५ है । मैं मंत्री महोदय से जानना चाहता हूं हूं कि वे इस सम्बन्ध में क्या कर रहे हैं ? अब और ज्यादा सोते रहने का वक्त नहीं है और उन को निद्रा का त्याग कर के उठ जाना चाहिये और सचेत हो जाना चाहिये क्योंकि अगर आप अब भी नहीं जागे तो इस में कोई सन्देह नहीं है कि पाकिस्तान ही नहीं अन्य छोटे छोटे मुल्क भी इस सम्बन्ध में आप से आगे हो जायेंगे ।

दूसरी बात मुझे यह कहनी है कि आप ने शिपिंग के वास्ते ५५ करोड़ रुपया रक्खा है और पोर्ट के वास्ते ८५ करोड़ रुपया रखा है । मेरी समझ में यह बात नहीं आती कि जिस जहाज से आपको आमदनी होने वाली है उस में तो आप ने केवल ५५ करोड़ रुपया रक्खा है और जिस से कोई आमदनी होने वाली नहीं है उस के वास्ते ८५ करोड़ आप ने क्यों रक्खा यह पोर्ट हारबर से फायदा किस को होगा ? फौरन शिपर्स का उस से फायदा होने वाला है क्योंकि हमारी ट्रेड है ही कितनी । हमारा व्यापार संसार के व्यापार का केवल ५ प्रतिशत है । ओवरसीज ट्रेड हमारी ५ परसेंट है तो हम इस में गेन कितनी करेंगे ? विदेशी राष्ट्र जो कि हिन्दुस्तान के साथ व्यापार कर के ९५ परसेंट फायदा करते हैं उन के वास्ते हम ने यह ८५ करोड़ रुपया रक्खा है । पोर्ट हारबर अच्छा रहेगा तो उन को लोडिंग अनलोडिंग में बड़ा सुभीता होगा और उन को वेट नहीं करना पड़ेगा । लेकिन जिस जहाज से कि आप को पैसा मिलने वाला है, आमदनी मिलने वाली है उस के लिये आप ने बहुत कम पैसा रक्खा है .....

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : अंग्रजी में बोलिय ।

श्री रघुनाथ सिंह : अब तो मैं न हिन्दी में शुरु कर दिया है .....

**Mr. Speaker:** The hon. Member knows that the Senior Minister will follow English better.

**Shri Raghunath Singh:** The reply will be by Shri Raj Bahadur.

अध्यक्ष महोदय : अगर अंग्रेजी में बोल सकें तो अच्छा है । दोनों भाषाओं में बोलना चाहिये ।

**Shri Raghunath Singh:** All right, Sir.

Now, I want to say that as far as aid is concerned,as far as other loans are concerned, as far as assistance is concerned, no loan is coming forward from any foreign country. No assistance is coming from any foreign country. Why? They do not want that our shipping should develop. If our shipping is developed, the foreign nations which are advancing the loans to us will dose their trade. They are ready to invest money for the development of the port, for development of the harbour, because they will gain by it, because the loading and unloading facilities—help them. I have seen the whole thing. I have not found a single loan for the development of shipping.

**Mr. Speaker:** Are any reasons given in the Plan for not providing?

**Shri Raghunath Singh:** The Plan says nothing; only one column. I come to the shipyard. In 1958 and 1959, the Hindustan Shipyard constructed a ship of 16,145, G.R.T., whereas in the world, 90 lakhs G.R.T. have been added. Compare this figure of 90 lakhs with the poor figure of 16,000.

The most strange thing is this. There is a second shipyard. Not a single shell is allotted for the first shipyard. No target is fixed for the shipyard. No money is allotted for the second shipyard. Why so? Shipyard is included in Industry. I have seen the whole of the Plan under Industry. I have not found a single shell given to the Vizagapatam shipyard. No amount is allotted to the second shipyard. We have passed a resolution. There is the policy of the Government that there is a second shipyard. Why is not money allotted to the first shipyard?

**Mr. Speaker:** Is it the Second Plan or the Third Plan?

**Shri Raghunath Singh:** Third Plan. No money is allotted.

**Mr. Speaker:** The hon. Minister said that he will take it up. I understand, the other day, in answer to repeated questions, he seems to have said that a second shipyard is coming. They have accepted it as a matter of principle.

**Shri Raj Bahadur:** This is included under Industry in Category C, which signifies that it is an industry for which foreign exchange is yet to be arranged for.

**Shri Raghunath Singh:** Why has no target been fixed? Why has no money been allotted? If target is not fixed, if money is not allotted, what can be done.

As far as the Hindustan Shipyard is concerned, it is building only 2½ to 3 ships per year, whereas in 1953 the Kaiser shipyard built the ship 'Liberty' in 4 days and 15 hours. Compare 4 days and 15 hours and one ship of the same type in 5 months built in Vizagapatam. That is the condition of our shipyard.

What is the investment in this shipyard? The whole amount invested is only Rs. 547 lakhs. Meanwhile, in these 10 years, how much money have we given to foreign shipping companies in order to purchase ships? Not less than Rs. 50 crores. I asked the Government when you are giving Rs. 50 crores and more to foreign shipping companies for the purchase of ships, why you have not invested the same money for the development of the first shipyard or for the second or the third or the fourth or the fifth shipyard? Why are you not manufacturing ships in your own country when you are giving money to the foreign companies? You have invested here only Rs. 5 crores.

**Mr. Speaker:** What is the answer? The hon. Member puts a question. He has not given the answer.

**Shri Raghunath Singh:** I say there should be allotted more money for the construction of ships.

**Mr. Speaker:** What is the answer of the Government? When Rs. 5 crores is the total investment, if Rs. 20 crores have been spent during this period for the purchase of ships from outside, what is the reason? When we were in Japan, recently, we found a 14,000 ton cargo ship was ordered there and it was launched in our presence. Why is it so? Certainly the House would like to know why, if the Government has been able to provide Rs. 20 crores for purchase of foreign ships, this amount has not been utilised for the manufacture of ships inside the country. The hon. Member said that there are outside agencies which are more anxious to develop our ports rather than our ship-building yards. Are there any inside agencies also similarly interested in seeing that our ports are developed, but not our ship-building?

**Shri Raghunath Singh:** No shipyard, no ship-building.

**Mr. Speaker:** Both inside and outside?

**Shri Raj Bahadur:** I shall attempt an answer in my reply.

**Mr. Speaker:** The hon. Minister will reply. From what the hon. Member says, when so much is spent for purchase of ships and development of ports, within half the money, you can develop ship-building yards. Why has it not been done?

**Shri Raghunath Singh:** Last time, during the debate about foodgrains, it was said that some old second-hand ship may be purchased. This Government has invited global tenders for bringing foodgrains from America. They said last time, as you may remember, Sir, that they were having a T. 2 Tanker to bring wheat. What happened to that promise? Secondly, a sum of Rs. 80 crores is going to be paid for bringing wheat from America. And what is the percentage of India? It is only 6 per cent, which means that the share of India will be only Rs. 5 crores out of the Rs. 80 crores. What is the reason for this? America is paying 25 dollars per ton to their shipping companies. The mercantile rate in the world is only 10 dollars. So, what America is doing is that they are charging from India 10 dollars per ton, and they are paying 15 dollars to their shipping companies from their own pocket, which means that they are paying 15 dollars per ton as subsidy to their shipping companies. I want to know what help and what subsidy our Transport Ministry is going to give to the Indian shipping companies.

My next point is this. How can we encourage our Indian shipping companies to bring this wheat from there? We cannot give subsidy to them because if we give subsidy, what will happen is this. Suppose we give 3 dollars as subsidy per ton, what will America do? America will charge from us 13 dollars plus 15 dollars which they are giving to their own shipping companies. Therefore, we cannot give subsidy to our shipping companies. But there is one way out, and that is that India can give a navigation subsidy of 5 dollars per ton. That kind of subsidy is prevalent in the international world, namely the giving of navigation subsidy on the basis of nautical miles. The distance from America to India is 10,000 miles. To and fro, it would mean a distance of 20,000 miles. 5 dollars would be equal to 500 cents. So, if we give one cent per 40 miles to our Indian shipping companies, then our Indian shipping companies can stand the competition of the world; otherwise, they cannot stand the competition. America is giving 25 dollars per ton to their shipping companies, whereas we are offering only 10 dollars to our companies. When that is the case, how is it possible for our shipping companies to carry on? But there is a way out, and that is navigation subsidy at the rate of 0·025 cent per nautical mile. This is not in any way more than what has been given in other countries like France.

**Shri Braj Raj Singh:** Wherefrom do they bring the money?

**Shri Raghunath Singh:** Who?

**Shri Braj Raj Singh:** The Government.

**Shri Raghunath Singh:** We are paying to America, but why should we not pay to our Indian shipping companies? We are going to spend Rs. 80 crores by way of freight on foodgrains. So, it is not as if they are giving us any gift.

**Mr. Speaker:** The hon. Member is only trying to ask Government to divert the money that is being paid to the foreigners to the Indian shipping companies.

**Shri Raghunath Singh:** To save freight charges on foodgrains, we can charter ships for the purpose of carrying those foodgrains, and give them to the private shipping companies or to the Eastern and Western Shipping Corporations. At present, the laid-up tonnage of the world is about 60 lakhs tons. That means that 60 lakhs tons are now lying idle. The

idle tonnage of the various countries is as follows: U.S.A.: 7 per cent; Liberia: 17 per cent; Panama: 17 per cent; Greece: 25 per cent, and the U.K.: 5 per cent. If we can charter ships and give them to the Indian shipping companies, then we can get cheaper rates. After all, these ships are lying idle, and they should be employed. We must take advantage of the present times, and charter the ships and give them to the Indian shipping companies, and thereby save our foreign exchange.

I shall now point out how there is a drain on our foreign exchange resources. In the budget of 1960-61, the figure on the revenue side is Rs. 988 crores, while that on the expenditure side is Rs. 1048 crores. The total amount of foreign loans is Rs. 4023 crores. In other words, our foreign loans amount to nearly four times our total revenue budget. And we have to pay Rs. 100 crores by way of interest on these foreign loans, at the rate of about 4 per cent. The adverse trade balance that we have is of the order of Rs. 400 crores. We are paying Rs. 200 crores by way of freight to the foreign shipping companies. In other words, in all, we are paying Rs. 700 crores to the foreign countries, whereas our total revenues are only of the order of Rs. 988 crores. How can our country develop in these circumstances?

**Shri Braj Raj Singh:** It will not.

**Shri Raghunath Singh:** Can this country develop in these circumstances? We are paying Rs. 700 crores in terms of foreign exchange, to the foreign countries, but we are not prepared to give Rs. 50 crores to the shipping companies by way of foreign exchange. Out of this drain on our foreign exchange, shipping accounts for nearly 30 per cent, because we are paying Rs. 200 crores by way of freight to the foreign shipping companies.

In 1955-56, our imports were of the order of Rs. 761 crores. In 1958-59, they rose to Rs. 1046·5 crores. As for our exports, they were of the order of Rs. 640 crores in 1955-56, and Rs. 576·1 crores in 1958-59. In the year 1959-60, for the first half of which figures are available, our imports have been of the order of Rs. 473·1 crores, and our exports of the order of Rs. 285·8 crores, leaving an adverse balance of Rs. 187·3 crores, or roughly Rs. 200 crores for half the year, which means Rs. 400 crores or so for the full year. We can save at least 30 per cent of this loss, by developing our Indian shipping, and that is what my resolution seeks to achieve.

The question is asked as to wherefrom this money will come. Rs. 16 crores are coming to us by way of the earnings of our shipping companies in terms of foreign exchange, and this amount is going to the general pool. Rs. 162 crores are coming by way of customs duties. This means that 17 per cent of our revenue comes from the earnings of shipping companies and also by way of customs duties on the goods that are brought by our ships, that is, a total of Rs. 168·6 crores comes to us from these sources. But what are we spending on our shipping? It is only Rs. 11 crores per year. That means that over a period of five years, we are going to spend only Rs. 55 crores. Let us now compare this with the railways and the Posts and Telegraphs Department. The railways and the Posts and Telegraphs Department are giving us a profit of only Rs. 102 crores. The investment in the railway undertaking is more than Rs. 1500 crores, but the P. & T. and the railways are giving only Rs. 10·2 crores by way of profit. The investment in the shipping industry is about Rs. 80 crores in the private sector, and about Rs. 30 to 40 crores in the public sector. This means that we have invested in our shipping industry only about Rs. 110 to 120 crores, but we are getting by way of return Rs. 168·6 crores per year, in shipping, whereas by investing Rs. 1500 crores in the railways and the P. & T., we are getting only Rs. 10·2 crores.

[Shri Raghunath Singh]

The development of shipping is also necessary from the point of view of a second line of defence, and we can have this for nothing almost. For defence, we are spending about 35 per cent of our budget. But, for this second line of defence, we need not have to spend anything at all.

**Mr. Speaker:** What about the income-tax which the shipping companies pay on their earnings?

**Shri Raghunath Singh:** I do not know how much income-tax they are paying.

**Mr. Speaker:** Surely, they must be earning and also paying income-tax. These would be coming into the coffers of Government.

**Shri Raghunath Singh:** Yes, I thank you for mentioning this point. This money is also coming to Government.

Now, I come to the movement of cargo. In 1952; the total quantity of cargo moved was 22 million tons; in 1956-57, it was 37 million tons, and the target in the Third Five Year Plan is 45 million tons. This means that the movement of cargo will increase by about 60 per cent in the Third Five Year Plan. And what is the share of Indian shipping in the whole world? The share of India in the world trade is 1·54 per cent. If we take the Third Five Year Plan, if we increase our trade by 60 per cent, it will be 2·4 per cent. At present, what are we getting? If it is 2·4 per cent, according to the ratio which America is following, namely, 50·50—that is to say, if an Indian ship is going to America, America will supply 50 per cent of the cargo and if an American ship is coming to India, India will supply 50 per cent of the cargo so that the ship may not go unladen—our share should be 1·2 per cent. As far as our shipping is concerned, at present it is only 0·5 per cent. It means that our shipping should develop more than 1 million tons.

As far as shipping is concerned, we have got no foodgrains carrier, no bulk carrier, no overseas passenger line except the one which is running to Singapore, and no tanker fleet. We have got only cargo ships. We have asked the Government oil refineries many times, we have been pressing on Shri K. D. Malaviya many times, to employ Indian tankers for the transport of petroleum.

He always says that there is some agreement. But what about the Government oil refineries? Why should they not utilise our own tanker and save money? Why are they utilising the tankers of foreign shipping companies?

The percentage of tankers in world shipping is 30. That ratio should be maintained in India also. We should have 30 per cent in tankers also so that we may save money by chartering our own tankers for the transport of oil.

Lastly I want to make this point. I have worked out the figures and found out that the countries which have got more shipping and more shipping trade have risen in the world as big countries. I will give four examples. Take first Germany. In 1914, her shipping tonnage was 5 million. In 1938, it rose to 7.5 million tons. This was at the time of the second world war. Then take Italy. It was 1·75 million tons in 1914. In 1938, it was 3·25 million tons. With that, she entered the war. Japan had in 1914 a tonnage of 1·75 million. In 1938, it was 4·86 million tons. The U.S.A. had in 1914 only 3 million tons. In 1938, she had 9·25 million tons. These four countries have risen and they are still rising, because their shipping is rising.

What about France and U.K.? They were very big Powers in 1914. In 1914, the U.K. had 19·25 million tons. In 1938, she had 17·75 million tons. Finished. A big Power became a small Power. So is the case with

France. In 1914, she had 2·25 million tons; in 1938, she had only 2·15 million tons. It became a second class Power.

If India wants that she should be a great nation, she must develop her shipping. Otherwise, India will have to lose and lose very heavily. We should not pay money to the foreign shippers. We the taxpayers of India demand of this Government that the Rs. 200 crores which India is paying directly—we are bleeding, our *per capita* is low and our industry is suffering—to foreign shippers should cease to be paid. You are giving money to the foreign shipping companies. This drainage of Rs. 200 crores must be stopped. This is a 30 per cent drain on our foreign exchange. With these words, I request that this Resolution should be accepted either in this form or the other form. You have got to give impetus to the shipping industry of India by accepting this Resolution which expresses the sentiment of India that the money of India should be saved.

**Mr. Speaker:** Resolution moved:

> "This House is of opinion that the target of shipping be fixed at least at 5 lakh G.R.T. and Rs. 100 crores be forthwith sanctioned for this purpose."

There are some amendments.

**Shrimati Ila Palchoudhuri** (Nabadwip): Sir, I beg to move:

In the resolution—

> *for* the words "and Rs. 100 crores be forthwith sanctioned for this purpose", *substitute*
>
> "to be achieved during the Third Five Year Plan. This House is further of opinion that in order to achieve this objective it is necessary that steps be forthwith taken to save the enormous sums of money in foreign exchange which have to be paid for freight to foreign countries specially for import of foodgrains and that this can best be done without any adverse effect on the foreign exchange position by building and purchasing additional ships to be used for this purpose." (1)

**Dr. N. C. Samantsinhar** (Bhubaneshwar): I beg to move:

In the Resolution,—

*Add* at the end—

> "in the Third Five Year Plan and necessary speedy action be taken to increase the shipbuilding in the country." (2)

**Mr. Speaker:** Now, the Resolution as well as the amendments are before the House. The hon. Members shall have ten minutes each. The hon. lady Member will have fifteen minutes.

**Shrimati Ila Palchoudhuri:** Sir, I will not be very lengthy. My hon. friend has covered all the points. I have brought this amendment to his resolution with which I am one in spirit but I also think that it should be amended as I have indicated in my amendment.

The national shipping board had made a very modest recommendation. They say that 5 lakh tons should be added and they have asked for an allocation of Rs. 104 crores. I do not know why everything about shipping seems to have been brought down and cut down by the Planning Commission. Even the paragraph in the draft outline is very small and there is only one paragraph. It appears that it holds a very small place in the hearts of the Ministers.

**Shri Raj Bahadur:** Ministers?

**Shrimati Ila Palchoudhuri:** Yes, Planning Minister. My hon. friend has quoted many figures and it will be seen from them that on the basis of the current freight rates, we would lose over Rs. 40 crores in foreign

[Shrimati Ila Palchoudhuri]

exchange on the 8·5 million tons of foodgrains that will be imported and then another Rs. 200 crores by way of freight. Oil is also not carried in our own tankers. A poor country like India needs investment in productive enterprises. Of all enterprises, shipping is the most productive as it starts to pay from the day you start sailing a ship. It never stands in the port; the longer it stands, it loses. It always travels and it is always busy. Every time it travels, it earns foreign exchange.

So it is quite safe to presume that if we were to buy a ship today we would pay back that amount which we spend on that within less than seven years. This is the most opportune time to buy ships in the world, because there is excess tonnage, there is idle tonnage an therefore we must take advantage of it.

There is also one thing to be thought of. With all the money that is being allocated, after all, our Indian shipping companies have not done badly. What did they do in the First plan period? In the First Plan period 450,000 tons were contributed by private enterprise only to shipping but only 50,000 tons by the Shipping Corporation in the public sector. In the First Plan period the private enterprise invested Rs. 63·25 crores in shipping of which Rs.540·70 crores was raised by them from their own resources. So far as the pubilc sector was concerned, it invested Rs. 6·77 crores of which Rs. 5·14 crores was raised from their own resources. I do not say that the public sector should not have every help from Government. But, after al, the shipping companies have done their work and they have shown their worth.

I think shipping, if it is to be developed, must be developed in both the sectors. There should be no question of any public or private sector in shipping. It is Indian shipping, because whatever you may own in shipping it cannot be concentrated in one body. It belongs to the whole company of people who work. A ship is a very different thing from a land-bound industry. Shipping is something that brings, above all things, prestige and prosperity to a country. While inaugurating the National Shipping Board the Prime Minister himself—I can do no better than quote him—said:

> "Mercantile marine represents power of a different type, not power of armed might but the power of the country's growing wealth and prosperity."

The Prime Minister was of that opinion. I must say that everybody in the country today feels that if we are to have expansion in shipping there must be this allocation. Large amounts are being drained away from the country by the very freights that we pay. Why not invest that in buying ships and building our own ships? Give it to the private sector and I am sure they will go ahead. Buy more ships and give them to your public sector. Give it to your shipbuilding yards and they will build more ships for you. After all, shipbuilding is an industry, an art that existed in India from time immemorial. Indian ships have been taken to foreign countries to fight battles in the olden days. Indian ships have gone overseas and earned fortune and fame. Indian ships have spread the culture of India in foreign countries.

On one point, Sir, I think I cannot agree with my hon. friend, Shri Raghunath Singh and that is about the question of ports.

**Shri Raghunath Singh:** Don't worry, Calcutta port will have sufficient money.

**Shrimati Ila Palchoudhuri:** My objection is that he has brought the argument that there is money avail-

able from foreign countries because it will facilitate their own trade in India. At the same time, Sir, we must not forget that the ports of India will really be utilised by our own shipping also if we develop them.

**Shri Raghunath Singh:** Only 5 per cent.

**Shrimati Ila Palchoudhuri:** If we develop our shipping more and more we will have more than 5 per cent. On the other hand, most of the revenue that we earn comes from the ports. From the Calcutta port alone 50 per cent. of the country's foreign exchange is earned by us. So, on Calcutta port and on the ancillary port of Haldia, any expenditure that goes to improve them should be met and not curtailed, because, not only will they benefit Indian shipping but they will benefit Bengal and also the whole of India.

Let me quote the opinion of the eminent team from the World Bank headed by Mr. M. R. Hoffman who visited India. Mr. Hoffman expressed the opinion that improvement to the Calcutta port with an ancillary port in Haldia should have priority over another steel plant. We have never grudged money for steel plants. Sometimes even coal is not able to reach those plants! However, that is another matter. But we seem to want more and more steel plants. That is all right, and you can go ahead with them, but do not grudge ships because of steel plants and do not hold back.

**Dr. P. Subharayan:** We want steel plants to build your ships.

**Shrimati Ila Palchoudhuri:** Yes; but, at the same time, buy them while the market is good. That is the point. Keep them and invest money in shipyards. Buy them, while you build, and buy them while the market is good. After all, it is a business proposition.

**Shri Raj Bahadur:** We want to have steel to build ships.

**Shrimati Ila Palchoudhuri:** Yes; at the same time, you must buy while the market is good. If you lose the opportunity, sometimes it does not come twice as you know the way with all opportunities!

Apart from the money that we may spend on shipping, and apart from the technical part of what I have said—the allocation being Rs. 104 crores and all that—we should also see that much of this money or at least a good portion of it is spent for the welfare of the seamen and the people that go on the ships, because a ship is not comprised only of steel and oil and the engine that runs it. Its life and soul are the men who run it. Unless we look out, our shipping will fall back and our seamen will also be driven out of service, because, as my hon. friend pointed out, Pakistan is going on fast with shipping. It is very sad but it is a fact that many Indian seamen have lost their jobs and those seamen will have been substituted by Pakistani seamen on the foreign ships and even on our own ships. We must find work for our seamen because 10,000 boys are being trained every year and there should be no dearth for finding employment for our own boys.

I should strongly recommend Shri Raghunath Singh's resolution which says that we should have Rs. 100 crores for the purpose being granted, but, at the same time, I hope my amendment will also be considered and all steps be taken to see that this vast drainage from our country does not go on, because ships give not only prestige to us, but look at the lines shipowners have opened recently. You will be surprised, when we tabulate it, that our Indian shipowners have done very well despite all the handicaps and disabilities. Look what we have done. We have consolidated our position in the most important route—the India-United Kingdom route and the India-continental route. We have started a service on the India-American route; now routes between India and South America have been developed; a new service between India and West Africa

[Shrimati Ila Palchoudhuri]

has come in; also a service to Soviet Russia has been inaurated.

**15.58 hrs.**

[SHRI MULCHAND DUBE *in the Chair*]

See what sorts of routes have been opened up, and in spite of disadvantages, the Indian steamship companies have done very well for India and I think they should get a word of praise from the country all round and from the shipping people in g eneral and from the Ministers and the Governments, and any allocation that they may ask for should be considered with every sympathy.

**16 hrs.**

Shipping, of all things gives us one other thing which we very often forget. When we go out on ships, on the high seas, we go to foreign countries and we bring trade and prosperity to India. We also bring friendship and contact with other countries. It is also true that the Indian ships on the high seas give us a sense of adventure and achievement which no other industry can give, because it is not land-bound. I hope the Ministry will look into this and see that they cross the high seas in greater numbers. Jalanath himself will be with us for the acceptance of this project and this resolution. He who knows of the ways of winds, the ways of the currents and the ways of the high seas will bring our ships back to India full of prosperity, wealth and good fortune for the people of India in future.

**Dr. Samantsinhar** (Bhubaneshwar): Sir, I thank Shri Raghunath Singh for bringing this resolution and for his sincerity for shipping. I think the whole country will be obliged to him for his sincerity for shipping. If we have a superficial view of India, we find there is hardly any country in the world which is so defined in its boundary as India. By that perhaps nature meant that India should live in isolation and develop its civilisation according to its own genius. But that is not a fact. Though we are bounded by nature on the north by the Himalayas and on the three sides by mighty seas, still our countrymen have been going to every part of the world, spreading India's civilisation. So, though we were meant to remain in isolation, our men have gone to every corner of the world.

How did they do it? There were no aeroplanes, no roads, no rail and no automobiles. The only vehicle was our ship. We have neglected it after independence. We all know how this craft was spoiled by the Britishers. They have spoiled this craft only to help their own industry and their own mercantile ships. So, it would have been better for our national Government to pay more attention to shipping, but they have not done it. We all know that after independence, our Ministries, even in the States, have felt handicapped in regard to our Plans. Our planners also do not synthesise or co-ordinate the work. Sometimes we also criticise some of our Ministers that they are not effective and so their Ministries are not getting proper share in the distribution of the money in the Plan. But that does not mean that the effectiveness of a Minister would press the Planning Commission to give more money to his Ministry, because when there is a Planning Commission, they have to plan how much money they should give to each department and for what purposes. This does not depend on the Minister's effectiveness or his personality. Because, we are all working for a self-generating economy. What is this self-generating economy? It means that it will yield us foreign exchange, it will give us more mony and it will increase our national budget. But this popular word "self-generating economy" perhaps has no meaning to the Planning Commission.

We have seen during the last two Plans that agriculture and industry have been given important places and they have been given more money. But shipping is an important industry. I would say that shipping is next to

agriculture. But that has not been given as much importance as it ought to have been. I think it is now high time that the Planning Commission and the Cabinet would seriously consider how best we can solve this problem. The mover of the resolution has given us details about the position of our shipping in the world. That is the second line of our defence. If this second line of defence is not attended to properly, then we will lose both in defence and also in welfare. So, I request that more attention should be given to this and this must not be neglected further as it has been neglected in the past.

**Shri Radha Raman** (Chandni Chowk): We have just now heard three speeches on the inadequate attention which our Government particularly the Planning Commission, have given in regard to the expansion of shipping. Even a lay man can understand that apart from the fact that shipping is a very big industry, it is the second line of defence and no country can defend itself unless its shipping grows. It is beyond our comprehension why the Indian Government, in handling its traffic, is spending nearly Rs. 200 crores annually on shipping freight when it is not prepared to meet the demand of the National Shipping Board, which it has placed before the country and why the Government not plan to spend Rs. 100 crores more in the Third Plan to have 5 lakh more tons of new shipping. It has been stated by the Minister in reply to a question that there will be a second shipyard in the country somewhere in the South but we have not been able to get a clear picture as to when that second shipyard would come into existence. We have now only one shipyard at Visakhapatnam where ships are being built and we know that the demand of the country is hardly met by that one shipyard.

I for one feel that, though there is a lot of pressure on our economy, and we have not enough resources to buy or to spend on such industrial enterprises that are to be brought up in the country in order to progress faster, yet shipping cannot be compared to other industries. As has been stated over and over again, we must develop this second line of defence. We know that we are surrounded by not very friendly nation, particularly Pakistan, and when Pakistan is advancing so much in matters of shipping, I do not know why the Government should not wake up in time and devote more attention to the expansion of shipping.

Everybody knows that India was once a great maritime nation. Its ships went round the world, carried the message of this country and sold to many countries the goods that were manufactured in very large quantities. We were then prosperous and happy and our culture spread far and wide. We were one of the topmost nations. But with the deterioration in our shipping and other means of transport and communication coming in, we found that our country also became poor. Its prosperity and happiness were gone. I therefore feel that Shri Raghunath Singh by bringing forward this resolution and drawing the attention of this House to the urgent need of having more allocation for shipping in the country has rendered a very valuable service.

I do not know what the difficulty with the Government is. It is rather chartering planes from foreign countries in order to bring foodstuffs or other cargo. We are spending a lot of money over that. Even if half of that money is diverted to the manufacture of ships or to increase the tonnage in this country, we shall have saved a lot of foreign exchange. We talk of foreign exchange presently and we are really in need of it. We find difficulty in finding it. But there is a very easy way in which we can do that. All that cargo which is handled by foreign ships or by foreign shipping companies can be diverted. Once we had asked this question from some of the authorities concerned as to why they were encouraging foreign ships to handle our cargo. They gave us the reply that our Government is more concerned with the economics of it. Sometimes ships offer for the cargo to be taken from one end to the other

[Shri Radha Raman]

favourable rates. Those favourable rates are accepted by the Ministry. I fail to understand why Government does not consider that it is better to give a little more to Indian shipping and encourage it either by subsidising or by offering them a little more in freight than to patronise foreign concerns.

We have been talking of so many things, that we will not import them and will have them manufactured in this country. Everybody knows that in that the consumer is taxed and is rather put to hardship, but because the national sentiment or the country's welfare is at our heart, we always abide by that. We are glad we accept it. But in the case of shipping I do not understand what stands in our way and why any cargo brought to our shores or leaving our shores is handled by foreign companies. There is idle tonnage and we may not like to buy ships because they are old ones and because of their running capacity and other things. They are not up to the mark and we will not like to buy the old things. But certainly there is no reason why such of the agencies of the Government which want the cargo to come and go should not charter those idle ships at concessional rates and see that the Indian companies meet that object rather than allowing the foreign concerns to handle that thing and thus be benefited at our cost. I therefore feel that Shri Raghunath Singh's resolution is a timely resolution and the Government of India should accept it. The Planning Commission should feel that they have neglected so far something of very great importance. This is the time when they should rather come out with more allocation with the precise nature of expansion in shipping and make the country feel that this neglected industry is also given the fullest attention and the demand of the National Shipping Board of the addition of 5 lakh tons of shipping is accepted so that we are able to advance at least as fast and as best as our present resources that are available can allow.

I, therefore, wholeheartedly support the Resolution of Shri Raghunath Singh and I hope that after this Resolution is accepted—at least in a modified form—the Planning Commission will be able, in the Third Plan, to make this allocation for 5 lakh tons of new shipping and add it to the total so that we shall be able to go forward in the sphere of shipping.

**सेठ अचल सिंह** (आगरा) : सभापति महोदय, हमारे साथी श्री रघुनाथ सिंह ने जो प्रस्ताव पेश किया है कि थर्ड फाइव इयर प्लान में १०० करोड़ रुपये और ५ लाख टन जहाज की मंजूरी होनी चाहियें तो मैं उस का समर्थन करता हूं। जो हमारा थर्ड फाइव इयर प्लान है उस में चहुंमुखी तरक्की की व्यवस्था की गई है। इसलिये कोई वजह नहीं है कि जहाजरानी के व्यवसाय में यह प्रगति क्यों न की जाय और इजाफा क्यों न किया जाय ?

आज हम यह देखते हैं कि ट्रान्सपोर्ट का काम बहुत ज्यादा बढ़ गया है। रेलों के जरिए, ट्रकों के जरिए और जहाजों के जरिए विदेशों से हमारे भारतवर्ष को लाखों टन गल्ला लाया जाता है। इन के अलावा मशीनरीज और तमाम दीगर सामान भी लाया जाता है। जाहिर है कि उस तमाम माल को लाने के वास्ते अगर अपने जहाज हों तो हमारे देश का काफी पैसा विदेशों में जाने से बच सकता है और देश को काफी लाभ प्राप्त हो सकता है।

यह ठीक है कि आजकल लड़ाई की हवा सामने आती है लेकिन हमें विश्वास है कि आज की परिस्थिति कुछ ऐसी है जिस में संसार में युद्ध होने की संभावना कम हो गई है। अभी हाल में जो अमरीका में चुनाव हुए हैं और उन के फलस्वरूप जो वहां पर नये प्रेसीडेंट चुने गये हैं उन की कोशिश यही है कि संसार में युद्ध न हो। इसलिये हमें लड़ाई के वास्ते तो ज्यादा जहाजों की जरूरत नहीं

है लेकिन अपना व्यापार क्षेत्र बढ़ाने के लिये काफी संख्या में नये जहाजों की जरूरत है ताकि वे हमारे यहां का सामान विदेशों में ले जा सकें और वहां का माल इधर ला सकें ।

हमारे भारतवर्ष का सी शोर कई हजार मील लम्बा है और उचित व्यवस्था न होने से कलकत्ता और बम्बई में सामान लाने में दिक्कत होती है । अगर जहाजों की कमी पूरी हो जाय तो यह ट्रान्सपोर्ट की दिक्कत दूर हो सकती है और माल ढोने लादने में सहूलियत हो सकती है । थर्ड फाइव इयर प्लान में इस के वास्ते आवश्यक प्रविजन किया जाना चाहिये और मैं आशा करता हूं कि मंत्री महोदय इसे अवश्य स्वीकार करेंगे और प्लानिंग कमिशन को इस संबध में उचित सिफारिश करेंगे ।

**चौ० रणबीर सिंह** (रोहतक) : सभापति महोदय, मैं श्री रघुनाथ सिंह ने जो प्रस्ताव रक्खा है उस का समर्थन करने के लिये खड़ा हुआ हूं । उन्हों ने जो प्रस्ताव सदन् के सम्मुख रक्खा है मैं मानता हूं कि दोनों मंत्री महोदय उस से सहमत हैं और मैं समझता हूं कि उन से ज्यादा किसी दूसरे व्यक्ति की यह दिली ख्वाहिश नहीं हो सकती कि इस देश का जहाजरानी व्यवसाय तरक्की करे और देश में जहाजों की संख्या में वृद्धि हो और उन की संख्या ५ लाख टन ही नहीं १० लाख टन तक अगर बढ़ जाय तो अच्छा है और १०० करोड़ के बजाय अगर २०० करोड़ रुपया भी मिले तो उन की ख्वाहिश होगी कि इस व्यवसाय को और अधिक जितना ज्यादा से ज्यादा संभव हो मिले । अब सवाल यह आता है कि आया यह हो सकता है कि नहीं । मैं तो उन सदस्यों में से हूं जोकि यह मानते हैं कि हमारे देश के लिये यह कोई मुश्किल बात नहीं है । मैं यह नहीं कह रहा कि १०० करोड़ रुपया फौरेन एक्सचेंज देना मुश्किल नहीं है । यह मैं जानता हूं और मानता हूं कि १०० करोड़ रुपये का फौरेन एक्सचेंज आज की प्लांड एज के अन्दर थर्ड फाइव इय प्लान के अन्दर निकालना कोई आसान बात नहीं है । लेकिन जहां मैं इस से इंकार नहीं करता वहां मैं यह भी मानता हूं कि अगर हम इस अपने थर्ड फाइव इयर प्लान में सोच समझ कर अदला बदली करें तो ५ लाख टन के जहाजों को बढ़ाना तीसरी पंचवर्षीय योजना काल में कोई मुश्किल बात नहीं है । आप को मालम है कि दूसरी पंचवर्षीय योजना में कम्युनिटी प्रोजेक्ट्स के लिये जीप्स के वास्ते अन्दाजन् चार करोड़ रुपया रखा गया और उस में फ़ारेन एक्सचेंज खर्च किया गया । आप जानते हैं कि १९४७ से पहले इस देश में ज़िलों में सरकारी जीपें अव्वल तो थीं नहीं और अगर कहीं थीं भी, तो वे आज की तादाद से बहुत कम थीं । मुझे याद है कि मेरे जिले में १९४७ से पहले शायद ही कोई सरकारी जीप हो, लेकिन आज तो वहां कम से कम बीस सरकारी जीपें हैं । इन जीपों की फ़ौज को बढ़ाने के लिये दूसरी योजना में अन्दाजन चार करोड़ रुपया विदेशी मुद्रा के तौर पर खर्च किया गया । इसी तरह से तीसरी योजना में इस के लिये पांच करोड़ रुपया तो कम से कम होगा और शायद दस बारह करोड़ रुपया हो । इस दफ़ा अच्छे ढंग से बांट कर नहीं बताया गया है कि तीसरी योजना में कम्यूनिटी प्राजेक्ट्स के लिये ४०० करोड़ रुपये के बजट में से कितना रुपया बाहर से जीपें मंगवाने पर खर्च होगा । मैं समझता हूं कि हम यह दस बारह करोड़ रुपया खर्च किये बगैर भी गुजारा कर सकते हैं । जो नये ब्लाक बनते हैं, उन के लिये जीपों का एक पूल बना दिया जाये, या यह निश्चय कर दिया जाये कि हम जीप्स नहीं लेंगे और समुद्री जहाज लेंगे । इस काम के लिये दर-अस्ल हम को १०० करोड़ रुपये की जरूरत नहीं है । अगर हम डेफ़र्ड पेमेंट्स के ऊपर जहाज लें, तो मेरे ख्याल में शायद २० करोड़ रुपये में ही पांच लाख टन के जहाज बढ़ाये जा सकते हैं । १० करोड़ रुपये तो हम को कम्यूनिटी प्राजेक्ट्स से मिल जायेंगे और बाकी के पांच, सात, दस करोड़ रुपये का इन्तजाम

[चौ० रणबीरसिंह]

हो सकता है । जैसाकि अन्दाज़ है, हम बाहर से अनाज मांगने के लिये २०० करोड़ रुपये के करीब किराये की शक्ल में जहाजों को देंगे, जिस में से १०० करोड़ तो उन जहाजों को दिया जायगा, जो हिन्दुस्तानी जहाज हों, या जिन का हमारे देश के लोगों के साथ पार्टिसिपेशन हो, या जो हमारे देश में रजिस्टर्ड हुई कम्पनियों के जहाज हों । बाकी १०० करोड़ रुपया किराये के शक्ल में देने के बारे में हम यह शर्त रख सकते हैं कि इस बारे में हम उस कम्पनी से बात करेंगे और माल लाये जो डेफ़र्ड पेमेंट के ऊपर या जो किश्त की पहली रकम को भी डेफ़र्ड कर दे । अगर हमारी सरकार इस नीति से दुनिया की मुख्तलिफ़ जहाज़ी कंपनियों से बात करे, तो सरकार पांच, सात, दस करोड़ रुपए की फ़ारेन एक्सचेंज हासिल कर सकती हैं। डिफ़ेन्स के नाते तो हम कभी भी इस को ज्यादा बढ़ा सकते हैं, क्योंकि उसमें आमदनी और घाटे का सवाल नहीं होता और इस प्रकार का सोच-विचार भी नहीं होता, लेकिन कामर्शल जहाजरानी को बढ़ाने का जैसा अवसर आज है, वैसा कभी नहीं होंगा, क्योंकि तीसरे प्लान के दौरान में हम बाहर से अनाज मंगाने में २०० करोड़ रुपये का भाड़ा देंगे और इस तरह अपने जहाजों को बढ़ावा दिया जा सकता है । तीसरे प्लान के बाद उनके लिये यह प्रलोभन नहीं होगा । उसके बाद जो नई बकम्पनियां मैदान में आयेंगी,उनको हम सब्स्टशल हैल्प नहीं दे सकेंगे, उनके जहाजों के लिये हम सरकारी माल को लाने के भाड़े की आमदनी की गारण्टी नहीं दे सकेंगे क्योंकि सरकार के पास अपना माल लाने के लिये नहीं रह जाएगा और वह इसलिये कि हमने प्रोग्राम बनाया है कि अनाज हम अपने देश में पैदा करेंगे । हमारे मन्त्रालय को इस तरफ़ बड़ी गम्भीरता से सोचना चाहिये कि आज हमारे सामने सुनहरी मौका है । यह हो सकता है कि आज से कुछ साल पहले डेफ़र्ड पेमेंट के ऊपर जितनी आसानी से या कम किश्त देने पर डेफ़र्ड पेमेंट पर जहाज मिल सकते थे, शायद आज न मिलें और आगे शायद और ज्यादा मुश्किल हो । उस नुक्ता-ए-निगाह से भी शायद यह ज़रूरी है कि तीसरे प्लान में हम इस तरफ़ कोशिश करें ।

जैसा कि मैंने कहा है, जहां तक ख्वाहिश का ताल्लुक है, मन्त्री महोदय की ख्वाहिश हममें से किसी से भी कम नहीं है और उन का जोश भी हम में से किसी से कम नहीं है । यह ठीक है कि कम्यनिटी प्राजैक्ट के मन्त्रालय पर उनका कोई हाथ नहीं है, लेकिन उसमें वह प्लानिंग कमीशन की मदद से खर्च में कमी करवा सकते हैं । हां, विदेशी कम्पनियों के जहाजों पर वे ज़रूर यह शर्त लगा सकते हैं कि वे किराये पर माल उनको देंगे जो खरीदने की पहली किश्त भी डेफ़र्ड कर दें। इस के अलावा और भी तजवीज़ हो सकती हैं । जो श तो उनके दिल में है, लेकिन उनको यह ख्याल हो गया है कि प्लानिंग कमीशन मंजूरी नहीं देगा । एक दफ़ा जब इन्सान में कमज़ोरी आ जाती है, तो वह समझता है कि मैं अकेला ही हूं । लेकिन मैं उनको बताना चाहता हूं कि इस सदन के सदस्य उनके साथ हैं । मेरा तो यह विश्वास है कि अनाज इस देश में ही पैदा किया जा सकता है और इस सदन के सदस्य इस बात के लिये तैयार हैं कि अगर देश को गेहूं न मिले, तो देश ज्वार, बाजरे और मोटे अनाज की रोटी खा लेगा, लेकिन हमने इस देश की जहारानी की तरक्की करनी है, ताकि हमारे देश का व्यापार जहाजों का बेड़ा बढ़े और साथ ही साथ हमारे देश के डिफेंस की नींव भी मज़बूत हो सके और मुश्किल वक्त में हम अपने दुश्मन का मुकाबला कर सकें ।

**श्री नरदेव स्नातक** (अलीगढ़ रक्षित-अनुसूचित जातियां) : सभापति महोदय, माननीय सदस्य, श्री रघुनाथ सिंह, ने शिपिंग

पांच लाख टन बढ़ाने के लिये एक सौ करोड़ रुपया खर्च रखने की जो मांग की है, मैं उस का समर्थन करता हूं। वस्तुतः हमारे देश की जहाज़रानी की जो स्थिति है, वह इतनी अच्छी नहीं है, जितनी दुनिया के और मुल्कों की है। कोई समय था कि हिन्दुस्तान की जहाज़ रानी इतनी अच्छी थी कि इस देश के जहाज़ सारी दुनिया में जाते थे और सारी दुनिया के साथ हमारा व्यापार होता था। यह तथ्य है कि अंग्रेजों ने शिपिंग के द्वारा सारी दुनिया में अपना व्यापार फैलाया और साथ ही संसार के एक बड़े भाग पर कब्जा भी कर लिया। इस दृष्टि से शिपिंग को बढ़ाने में अपने देश को कोई घाटा नहीं है। जैसा कि माननीय सदस्य ने बताया है, पहली और दूसरी योजनाओं में सरकार ने, या प्लानिंग कमीशन ने, काफी रुपया दिया। उन्होंने आंकड़े दिये हैं कि पहली योजना में २६ करोड़ रुपये, दूसरी योजना में ५४ करोड़ रुपये और तीसरी योजना में सिर्फ़ ५५ करोड़ रुपये रखे गये हैं, जो कि पर्याप्त नहीं हैं। माननीय सदस्य ने बहुत से आंकड़ों के द्वारा यह सिद्ध किया है कि हमारे देश का रुपया दूसरे देशों से अन्न या मशीनों के कल-पुर्जे के मंगाने में किराये के रूप में ही चला जाता है। उन्होंने वह रकम एक अरब रुपए के लगभग बताई है।

इतनी बड़ी रकम यदि बच जाए और इसके द्वारा यदि हम किसी तरह से तीसरी योजना में कुछ जहाज़ों का निर्माण कर लें और दूसरे देशों से हम सामान लायें और अपना सामान दूसरे देशों में ले जायें तो फारेन एक्सचेंज की भी बचत होगी और हमारा जहाज़रानी का बिजिनेस भी बढ़ेगा।

दूसरी एक बात यह भी है कि रेल के द्वारा, ट्रकों के द्वारा हमारे देश में जो माल आता जाता है वह इतना अधिक फायदेमन्द नहीं होता है जितना अधिक फायदेमन्द और इकोनोमिकल वह जहाज़ों के द्वारा आ जाकर हो सकता है। इसका कारण यह है कि हमारे देश का समुद्री किनारा हजारों मीलों में फैला हुआ है और दूसरे देशों की अपेक्षा हमारे देश का समुद्री किनारा ज्यादा अच्छा भी है जिस से शिपिंग के व्यापार को बहुत अच्छे रूप में बढ़ाया जा सकता है।

इस पर जितने भी माननीय सदस्य बोले हैं उन्होंने मन्त्रालय से इस ओर ध्यान देने को कहा है कि तीसरी योजना में शिपिंग के लिये आपने जो पैसा रखा है वह पर्याप्त नहीं है; उसको बढ़ाया जाना चाहिये। सरकार ने जितना पैसा इस काम के लिये पहली और दूसरी योजना में दिया है उसके लिये तो वह धन्यवाद की पात्र है लेकिन अब हम यह चाहते हैं कि तीसरी योजना में जो टारगेट् रखे हैं वे भी पूरे होने चाहियें। हमें चाहिये कि जब तक हम ११ लाख टन जहाज़ बनाने में सफल हों और जैसा कि नेशनल शिपिंग बोर्ड ने सुझाव दिया भी है कि १०४ करोड़ रुपया मिलना चाहिये; उसको मान लिया जाना चाहिये यदि ऐसा किया गया तो ११ लाख टन की जो योजना है वह पूरी हो सकेगी। ये टारगेट तभी पूरे हो सकते हैं यदि मन्त्री महोदय और सरकार इस ओर ध्यान दें।

इन शब्दों के साथ जो प्रस्ताव श्री रघुनाथ सिंह ने पेश किया है उसका मैं समर्थन करता हूं और आशा करता हूं कि मन्त्रालय उधर ध्यान देगा।

**Shri C. K. Nair** (Outer Delhi): Mr. Chairman, we are all very grateful to Shri Raghunath Singh for having this very important issue before this House. The whole country is grateful to him for bringing this important point to the lime-light. I was wondering how this important factor was neglected. Perhaps we have inherited it from the Moghal emperors. They neglected our shipping and that is why the country was lost to the foreigner. I am wondering why all these centuries we have been wasting so much money for want of shipping. We had to spend money to send our own goods abroad and bringing goods from abroad. It is really a great negligence.

[Shri C. K. Nair]

Although, as I have said, we may have inherited it from the Mughal emperors, there may be other reasons also because even the second shipyard at Cochin was going to be let down and it came to life again when the voice was raised in this House. But even then there has been no great help; there has been only a token—only a few crores of rupees. However, we are glad that they have done it.

I do not understand this talk of second line of defence. Our first line of defence is our agriculture not our army. Perhaps industry is the second line and the third, shipping. Other things follow. Perhaps the last is the so-called army because it must be fed from behind by the agriculturists and helped by the industries and supplemented by our shipping and airforce.

Now, coming back to the responsibility of the Planning Commission, we started developing our country on all fronts, from agriculture up to music. No subject has been left neglected. But how is it that this very important subject has been neglected? It needs some research. And in this connection, I am very thankful to Shri Raghunath Singh to have given a shake to the Ministry and also to the Planning Commission by the facts that he has arrayed before the House. They are most convincing. Either they should be contradicted or they should be accepted in full. I am sure he must have spent good many days and nights in studying these things. He has done a very good piece of work for which we are all grateful. The Ministry of Shipping must also give some time to study these things. As a matter of fact, these figures should have been placed before the Planning Commission by the Ministry.

**The Minister of Transport and Communications (Dr. P. Subbarayan):** They were placed.

**Shri C. K. Nair:** How is it that this important industry is being neglected? While we are encouraging cultural programmes, foreign tours and all that—I am only mentioning the last items, other important things are being done and they are important also—this is a thing which is equally important. It seems that this matter has not been taken seriously by either the Planning Commission or by the Ministry. We would certainly like this to be an eye-opener to our Government. It is high time that we spend more money for this purpose. There is no reason why this should be denied.

Every State is planning. Kerala is also planning. We have been neglected in shipping and so many other important industries. I was speaking at one of their economic conferences. I said that it was the defect of their Ministry. If they make a case before the Planning Commission I do not think our Planning Commission members are so unreasonable as to reject their case without proper reasons. Every State wants more and more. If they put forward schemes and prove that they are practical and feasible there is no reason why they should be neglected.

The question of shipping seems to have been completely neglected. We should now make a good start. For developing our economy, for developing our country we need to develop shipping. We cannot carry on our transport trade through aeroplanes,—of course that wing is developing, but we connot carry on our trade through that—we cannot also do it by trains or by trucks and other means of transport. We must have shipping and shipping of a very high order in proportion to the world shipping tonnage.

With these few words, Sir, I would request Shri Raghunath Singh to accept the amendment moved by Shrimati Ila Palchoudhuri because her amendment substantiates the reasons for the request that Shri Raghunath Singh has put forward in his resolution. I hope the Government also will accept it.

[Shri Raj Bahadur]

Mr. Chairman, Sir, I am grateful to the House, especially to Shri Raghunath Singh, for the keen interest evinced by them in a subject which is so important for this Ministry, namely, Shipping. I can quite appreciate the anxiety that has been expressed practically from all corners of the House about the allocations that have been made and the targets that have been fixed for shipping in the Third Plan. I think, Sir, so far as we in this Ministry are concerned, we will do well to take the House into confidence about the latest stage in the achievement of the targets that were fixed for the Second Plan period.

In that connection, Sir, I would like to state that against a target of 900,000 tons that we have to reach in the course of the Second Plan period, the tonnage in operation on 1st October, 1960 was 8,31,452 G.R.T. We have already acquired 11,962 G.R.T, but they are under the process of registration. This brings the total to 843,414 on 1st October, 1960. The gap, therefore, on that date was 56,584. For ships to be scrapped during the course of this year, before the Plan period ends, we visualise or anticipate that we will have to take 20,000 G.R.T. into account. That means we will have to make up the gap of 76,584 G.R.T. Against this gap, we have got 46,050 G.R.T. under construction and about 50,000 G.R.T. under negotiation. It is expected that practically all this tonnage that is under construction or negotiation might be acquired and it is hoped that before the Plan period ends, we will have not only made up our target but exceeded it by about a few thousand tons.

This House, whenever it discussed the subject of shipping, should bear in mind the historic fact that during the period of foreign domination of this country, our shipping which was once our pride in our history was literally decimated and ruined. At the dawn of independence we started with a poor tonnage of 125,000. I think I will do well if I just remind the House a to how we have built up one momentum for the expansion of or addition to of our shipping tonnage by quoting figures for the last three years of the acquisition that we have made. In the year ending 31st March, 1958, the total additions were 60,150; in the year ending 31st March, 1959, the total additions were 60,161; in the year ending 31st March, 1960, the total additions were 128,982. To these may be added the additional requisition that are going to be made this year. Thus it can very well be seen how we started; and now we are adding every year a tonnage which is more than what we had to begin with.

So far as the Director-General of Shipping and this Ministry are concerned, in all humility, it may be claimed that the task assigned to them has been fulfilled. We could not have done better than what we have done. It may also be recalled that so far as the question of the fulfilment of the target for the First Five Year Plan was concerned, the criterion was not that of the tonnage in operation. The actual tonnage in operation at the end of the first plan was only about 450,000 tons. Tonnage was of course under construction and that was taken into account to make up the target. But this time, when the year ends, I confidently hope that we will have made up our target by having shipping actually on our register.

So far as the resolutions of the National Shipping Board, the Congress Party and of other bodies in this connection are concerned, they have all evinced keen interest and they have supported the cause of shipping, but for that matter, I can assure you that there is nobody in this country or in this Government who does not realise the importance of shipping. We all want shipping to be added on and we all want that all the drain on our foreign exchange resources that is taking place today should be stopped.

**Shri D. C. Sharma** (Gurdaspur): Why don't you get Rs. 100 crores for shipping?

**Shri Raj Bahadur:** I would join my hon. friend in making that request to the Planning Commission and the Finance Ministry, but let him also remember that so far as the question of the expansion or development programme of our country is concerned, and the schemes which are envisaged or included in our successive plans, we have got to take into consideration the relative or respective priorities that have got to be assigned to them. We all know that we need food first and for that we want development of agriculture. Agriculture needs irrigation and fertilisers, etc. They have got to be provided for and assigned the highest priority. Then we all want that to make up the leeway created by our backward economy a bye-product of the foreign domination of our country. For that we have to industrialise the country. For industries we require power and steel. All these items which are important have been given higher priorities. There is the question of social development and social welfare. There is a very pithy and meaningful sentence in the first chapter of our draft Plan, which I think sheds a lot of light on the subject. I am quoting from memory. The sentence runs some what like this "In many cases we might be confronted with what might be a sort of conflict between the economic and social objectives of a Plan." The question is whether we should give preference or priority to social objectives or to the economic objectives. If you put off social development, including community development and aid to backward classes, for some time, you can very well increase the allocations in respect of industry, power, shipping, transport etc. But some sort of balance has to be struck between economic and social objectives. It is really a pity that in that process, shipping has been affected. But it could be given a priority only against this background.

The country should be prepared to gird up its loins, and tighten its belt further so as to increase the total allocations for the Plan. The draft Plan has come up for discussion here. I also understand that a committee of Parliament—Committee B—has also considered the various allocations for Transport and Communications etc. I could not attend that meeting, because I got the notice very late and I could not get time. But I learn on good authority that not a single Member of Parliament represented on that committee stated one word about shipping. I very much welcome all the emphasis that has been laid and I also take note of what Shri Nair just now said. Some other Member said, it might be ineffectiveness of the Minister and he might not have put up our case to the Planning Commission. I most humbly suggest that even now the bird is in their hand. Let them slip it away.

**Shri Radha Raman:** We will ginger it up.

**Shri Raj Bahadur:** I am very glad that the House has been very generous in coming out with its support to this Ministry for its allocation. We welcome that, but we cannot lose sight of the broad perspective of the Plan. Against that context alone, we would ask for allocations. I think Shri Raghunath Singh has very ably put the case; I cannot put the case more ably than he has done.

**Shri Palaniyandy** (Perambalur): Even now we are spending Rs. 200 crores.

**Dr. M. S. Aney** (Nagpur): When that committee was appointed, what were the terms of reference given to that committee?

**Shri Raj Bahadur:** They were discussing the Plan allocations generally. Allocation for shipping was part of the various allocations and attention could have been invited.

In the draft Plan, the last sentence on shipping is:

> "The question of making additional allotment for shipping will

be considered before the Plan is finalised."

The Planning Commission as well as the Parliament will be the final authority to decide.

**Shri Tangamani** (Madurai): Has the Ministry placed any counter-proposal before the Planning Commission?

**Shri Raj Bahadur:** Surely. The National Shipping Board sent its recommendation to the Ministry. I will not repeat those figures. They wanted a net addition of 518,000. Replacements would have totalled to 172,000 GRT. So, the gross additions recommended by them total up to 690,000 GRT. They recommended that we should achieve the figure of 14,22,000 GRT tons by the end of the Third Plan period. The Ministry considered these figures to be realistic and supported *in toto* these recommendations and we sent them to the Planning Commission and other bodies concerned. As I said just now, against the perspective of the various priorities allotted to other items, they thought that a target of 200,000 tons, or to be more accurate, 180,000 tons would suffice for shipping. Of course, two more ships will be purchased by the Home Ministry and they would make it 200,000 G.R.T. tons in all. That means, the total target for us is 1100,000 tons. The total allocations that have been made are Rs. 55 crores. To this can be added Rs. 4 crores which is likely to be contributed to Shipping Development Fund and Rs. 7 crores may be taken as contribution from the private sector. The total comes to Rs. 66 crores. Out of this Rs. 3.50 crores have to be taken out for training institutions, seamen's welfare, sailing vessels etc. The total allocations left for shipping would be Rs. 62.50 crores. To this, Rs. 2 crores might be added, which will be made available by the Home Ministry. In this context, I would beg of the hon. Members to kindly bear in mind that whatever the Ministry could do has been done.

I will now refer in brief to the points that have been made by Shri Raghunath Singh. He has, of course, as usual, given us a torrent of flood of statistics that I once thought I might be drowned in that. So, I cannot reply to him statistics by statistics. So far as statistics are concerned, I can only say that we have laid all the statistics necessary for this purpose before the Planning Commission, including the point made over and over again that we are spending every year to the tune of about Rs. 150 crores on our foreign freight bill, before them.

So far as the National Shipping Board is concerned, it was pointed out that their views are not properly respected. I can assure Shri Raghunath Singh without any reservation in my mind that we give the highest respect to their recommendations but it is only in the context of the total resources of the country that we can consider their recommendations. So, there have been some modifications in the recommendations made by them.

Then he made the point, which was referred to by others also, that no provision has been made for the second shipyard in the Third Plan. I think that complaint is not quite correct. Because, for the second ship yard Rs. 20 crores have been earmarked. The only qualification is that it has been included in category C, which means that we shall have to find foreign exchange. That has got to be done. For the Hindustan Shipyard also the Planning Commission has allotted Rs. 10 crores, out of which Rs. 8 crores would be by way of subsidy and 2 crores for development. Even for the dry dock in the ship yard a foreign exchange provision of Rs. 2 crores have been made and credit might be made available for that.

Another point was that tonnage is lying idle in the world and it is a buyer's market and we can take advantage of it to add to our shipping

[Shri Raj Bahadur]

tonnage. This point was made in the context of our foodgrains cargo from America. So far as that is concerned, I can assure the House—I wish Shri Raghunath Singh was here at this time—that we would do our utmost to take advantage of this opportunity that has been offered to Indian shipping in the form of this foodgrains cargo. I have once conveyed to this House that we are considering certain proposals how without putting additional burden or additional pressure on our foreign exchange resources we may provide for additional shipping through some arrangement

So far as Indian shipping is concerned, I take this opportunity to make an appeal, which I have already done, to them again that they should also take advantage of this particular opportunity. This is an assured cargo and it will be available for four years. Apart from that we are in the process of promoting and building up our iron ore exports to Italy, Rumania and Japan. For a period of ten to twenty years we can look forward with confidence to the fact that our shipping will definitely get the cargo that they need. Then our export and import traffic is increasing. In 1957 I thought that perhaps that was the peak year. We got the highest figure of traffic for our ports. That might have been due to the closure of the Suez Canal and its opening up subsequently. But again this year our ports have handled a larger volume of traffic. Bombay has touched another record figure of over 13 million tons of cargo. Calcutta has also a higher figure than it had last year. So our traffic is building up and our trade is growing. There can be no doubt that the Indian shipping companies both in the private and the public sectors can look forward confidently to an assured future. It is time that they took some risks, even if risks are involved now, and also employed whatever resources they could harness for this purpose, to build up shipping tonnage.

So far as laid up tonnage and operation of food ships are concerned, Shri Raghunath Singh seems to be labouring under a feeling that although we have to spend about Rs. 18 crores—we shall have to spend about Rs. 18 crores or more per annum for the next four years for the import of our foodgrains cargo—we are not prepared to lay aside that sum by way of an advance or something for building up our tonnage. A very pertinent question was asked by the hon. Speaker when he was in the Chair. I think it is my duty to make a reference to that. The only fact of the situation is that so far as the payment of freight is concerned, that is an inevitable thing. It is as inevitable and indispensable as food which we require every day. We have got to have food every day to sustain our body. But if we try to save that food to buy a house or to buy something by way of an ornament for our betterhalf, we shall have to starve. We cannot do both the things at the same time. So that particular freight that we have got to pay is inevitable unless we get some credit or loan somewhere.

Another point was made by Shri Raghunath Singh, namely, that this foodgrain cargo can be subsidised so far as our shipping companies are concerned. We are facing a paradoxical situation in so far as if we pay a higher rate to our shipping companies, our freight bill in spite of the American share of the cargo will go up to that extent. In case that happens, you can very well realise what the Public Accounts Committee and hon. Members of this House will say, that is, if we cannot transport our foodgrains at the cheapest price. It is a known fact that the American Government are going to subsidise their flag carriers. But we cannot take advantage of that situation to subsidise our shipping. We will try that in this process of selecting our foodgrain carriers, foreign or Indian, we utilise the opportunity to build up our tonnage and expand it as best as we can. So far as the rates

are concerned, I think we shall have to take and accept the market rates.

Another point that was made was that we have paid Rs. 15 crores for purchase of ships but we have not put up a new shipyard. I can only say that I have tried to remove that particular impression. The Cochin shipyard is bound to come. We have already taken steps for that. Land is being acquired and we have requested the Kerala Government to do that for us. Recently we sent an officer to Cochin to make some arrangements for it. Whatever finances are necessary for that, we hope will be forthcoming. This would dispose of the amendment that has been moved by Dr. Samantsinhar and I hope with this assurance he will be able to withdraw it.

**17 hrs.**

So far as the main resolution is concerned, I would request Shri Raghunath Singh to bear in mind that we are very much appreciative of the efforts that he has been making and of the powerful advocacy that he has been doing for Indian shipping. It is not out of any disregard of his feelings or for the feelings of the Members of the House that we are not going at the pace that they would like us to go. But, there are certain limitations which are inevitable. We shall try our level best to increase our shipping tonnage in the Third Plan period. We shall take the fullest advantage of the foodgrains deal as well as the iron ore export deal. I would request him to withdraw the Resolution. I hope Shrimati Ila Palchoudhuri also will kindly withdraw the amendment.

Ch. Ranbir Singh, made a strong point in favour of shipping. I must congratulate him. He said, for the sake of shipping, he was prepared to eat coarse grains, millets or jowar if it would effect some saving for shipping. Ch. Ranbir Singh has given us a new slogan to have more ships: let us eat coarse grain and build up ships.

**Shri D. C. Sharma:** By Ch. Ranbir Singh's eating coarse grain, how much money will be saved.

**Shri Raj Bahadur:** He wants us all to eat coarse grain.

**Pandit Thakur Das Bhargava** (Hissar): Bajra is perhaps more costly than wheat now.

**Shri Raj Bahadur:** Then, there will be no savings, if it is more costly. I appreciate the feeling and I appreciate the anxiety and concern that they have shown. They may rest assured that this Ministry is not ineffective. We are trying to put up the case. We also want that, in some committees when you sit and examine proposals, you should lend us your support at that time. Otherwise, it is said, perhaps the Transport Ministry offer its separation from Railways is regarded as a new Ministry and it has sometimes got to face a situation which an upstart has got to face. We are looked at with some sort of apprehension, some sort of suspicion. You are very right when you said that foreign shipping companies look askance at us. We are not getting that amount of credit or loan for shipbuilding that we are getting for projects.

**Shri Prabhat Kar** (Hooghly): You have not said anything about tankers.

**Shri Raj Bahadur:** I am sorry. I would say this for tankers. We have got tankers. They are employed on coastal trade. We are very much eager to have tankers for ocean-going trade to import crude oil. We are trying to enlist the co-operation of the Ministry of Oil. They are helping us. I may take the House into confidence and say, ultimately, two companies have agreed to give us tankers which are at present chartered with them. A lot of money is earned by these companies by employing their own tankers. They ware not going at the speed that we wanted. We put three alternatives before them: either they take a tanker from us or they sell one of their tankers

[Shri Raj Bahadur]

to us or they accept payment in non-convertible rupees. They have chosen the second alternative. Burma Shell and Stanvac have made offers. In the course of this year or as early as possible, we shall be able to get two tankers. I think the third company, Caltex will also fall in line and I will be able to report on that matter as well.

I thank the House for the powerful support that they have given and I appeal to Shri Raghunath Singh to kindly withdraw his Resolution.

**Shri Raghunath Singh:** Mr. Chairman, I thank my friends Dr. Samantsinhar, Shri Radha Raman, Ch. Ranbir Singh, Seth Achal Singh, Shri Nardeo Snatak for their support to this Resolution. Just as in the House of Commons, whenever there is a debate on foreign affairs, all the House is of one opinion, one policy, we are finding here as far as shipping is concerned. There is not a single word opposition from any corner. This House is unanimous, this House is one and we hope that this will give more strength and courage to our Shipping Ministry to press on the Planning Commission to give it at least Rs. 100 crores and make the target 5 lakh tons. The hon. Minister said that he will do his best for shipping. We want more and more and more. I think Ch. Ranbir Singh has depicted the true character of the Indain citizens that they are ready to make any sacrifice in order to build ships. That is the spirit of India. Take advantage of this spirit of India to have our ships moving in each and every corner of the world with the Indian Tricolour Flag, hoisting the Flag of our glory.

With these words, I withdraw the Resolution.

**Mr. Chairman:** As for the amendments, do the hon. Members concerned want to withdraw them?

**Shrimati Ila Palchoudhuri:** I beg leave of the House to withdraw my amendment.

**Dr. Samantsinhar:** I beg leave of the House to withdraw my amendment.

**Mr. Chairman:** Do the hon. Members have the leave of the House to withdraw their amendments.

**Hon. Members:** Yes.

*The amendments were, by leave, withdrawn.*

**Mr. Chairman:** Does the hon. Member Shri Raghunath Singh have the leave of the House to withdraw his resolution?

**Hon. Members:** Yes.

*The Resolution was by leave, withdrawn.*

**17.06 hrs.**

## RESOLUTION *RE*: NATIONALISATION OF GENERAL INSURANCE

**Shri T. B. Vittal Rao** (Khammam): I beg to move:

> "This House is of opinion that General Insurance should be nationalised.".

I am moving this resolution with a purpose. I know that this subject was discussed....

**Shri Prabhat Kar** (Hooghly): May I suggest that in view of the thin attendance in the House, the House might be adjourned now? Already, it is past 5 P.M, and if we have to sit till 5.45 P.M. I do not know how many of us will be here. Shri T. B. Vittal Rao has already moved his resolution, and this can be taken up on the next non-official day for resolutions.

**Mr. Chairman:** Is it the desire of the House that the House may adjourn now?

**Hon. Members:** Yes.

**17.08 hrs.**

*The Lok Sabha then adjourned till Eleven of the Clock on Monday, the 21st November, 1960/Kartika 30, 1882 (Saka).*

[*Friday, November, 18, 1960,* [*Kartika 27/1882*(*Saka*]


COLUMNS

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| 213 | Export of foodgrains from Orissa to West Bengal | 985—88 |
| 214 | Sethusamudram project | 988—90 |
| 215 | Committee on Cooperative Credit | 990—95 |
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| 221 | Pooling of air services | 1005—11 |
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WRITTEN ANSWERS TO QUESTIONS . . . 1015—93

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| 217 | P. & T. Uniforms Committee | 1015 |
| 222 | Intermediate Ports Development Committee | 1015–16 |
| 223 | Inspection of coalfields | 1016 |
| 224 | Fare on Fatehpur-Churu line | 1016–17 |
| 225 | Purchase of rice from Thailand | 1017 |
| 226 | International Air Transport Association | 1017–18 |
| 227 | South African Horse disease | 1018–19 |
| 228 | Destruction of fish in Delhi | 1019–20 |
| 229 | Adulteration of Ghee | 1020–21 |
| 230 | Forest Research Institute, Dehra Dun | 1021 |
| 231 | Mangalore Port | 1021–22 |
| 232 | Allocations for Nagarjunasagar project | 1022 |
| 233 | Barasat-Basirhat line | 1022–23 |
| 234 | Common salt | 1023 |
| 235 | Calcuttta-Durgapur Express Way | 1023–25 |
| 236 | Damage to Nangal Tunnel | 1024–25 |
| 237 | Kutcha well at Sultanpur, Delhi | 1025 |
| 238 | Village Road Development Co-operative Scheme | 1025–26 |

WRITTEN ANSWERS TO QUESTIONS—*contd.*

| S.Q. No. | Subject | COLUMNS |
|---|---|---|
| 239 | Transit Delays | 1026 |
| 240 | Non-availability of tickets | 1026–27 |
| 242 | Ware-housing Corporations | 1027 |
| 243 | Export of iron ore to Japan from Paradip | 1028 |
| 245 | Zoo in Delhi | 1028 |
| 246 | Bomb explosion on Railway track | 1028 |
| 47 | Diesel Rail Cars | 1029 |
| 248 | Konar Dam | 1029 |
| 249 | Train Collision near Durgapur | 1030 |
| 250 | Chlorinated water supply in Delhi | 1030–31 |
| 251 | Ships from Yugoslavia | 1031 |
| 252 | River Training Experiments on Hooghly | 1031 |
| 253 | DeLuxe Tourist Taxies in Delhi | 1032 |
| 254 | Hyderabad-Vishakhapatnam air service | 1033 |
| 255 | Communications in Orissa | 1033–34 |
| 256 | Export of Locomotives | 1034 |
| 257 | Birth Control and Family Planning in Delhi | 1034–35 |
| 258 | Indo-U.S.A. air talks | 1035 |
| 259 | Import of foodgrains | 1035–36 |

| U.S.Q. No. | | |
|---|---|---|
| 313 | Janakadeipur station | 1036 |
| 314 | Agricultural colleges in Orissa | 1037 |
| 315 | Indigenous system of medicine in Orissa | 1337–38 |
| 316 | Complaints at Baruda station | 1038 |
| 317 | Scheduled Castes and Scheduled Tribes at Calcutta port | 1039 |
| 318 | Quarters for P. & T. employees | 1039 |
| 319 | Poultry farming in Himachal Pradesh | 1039–40 |
| 320 | Tourists from U.K. | 1040 |
| 321 | Rural drinking water supply in Punjab | 1040–41 |
| 322 | Electricity | 1041–42 |
| 323 | Passenger traffic | 1042–43 |
| 324 | Freight on Railways | 1043–44 |

WRITTEN ANSWERS TO QUESTIONS—*contd.*


| U.S.Q. No. | Subject | COLUMNS |
|---|---|---|
| 325 | National Highways | 1044—46 |
| 326 | Surfaced roads | 1046—48 |
| 327 | Oil seeds Research Centre in Andhra Pradesh | 1047 |
| 328 | Forests in Manipur and Tripura | 1048-49 |
| 329 | Fruit preservation in Manipur and Tripura | 1049 |
| 330 | Medical colleges in Punjab | 1049—51 |
| 331 | Forest Development in Punjab | 1051 |
| 332 | Zoo in Delhi | 1051-52 |
| 333 | Medium Irrigation projects in Punjab | 1052 |
| 334 | Sugar Mills in Bihar | 1052-53 |
| 335 | Kanpur Medical College | 1053 |
| 336 | Railway Station at Kollengode | 1053-54 |
| 337 | Floods in Orissa | 1054 |
| 338 | Utilisation of irrigation facilities | 1054-55 |
| 339 | Farmers' Bank | 1055 |
| 340 | Signal Telecommunications workshop | 1055-56 |
| 341 | New Station on N.E. Railway | 1056-57 |
| 342 | Research on functions of Appendix | 1057 |
| 343 | Hydro-electric power in Ladakh District | 1057-58 |
| 344 | Yogic exercises | 1058 |
| 345 | Broadcasting in trains | 1058-59 |
| 346 | Chatra Canal Project | 1059 |
| 347 | Enquiry into murder in train | 1059 |
| 348 | Common facilities workshops in rural areas | 1060 |
| 349 | Tourists | 1060-61 |
| 350 | Telegraph office at Rehra | 1061 |
| 351 | National Highways | 1061-62 |
| 352 | Break in service of employees | 1062-63 |
| 353 | Utilisation of services of retired Scientists | 1063-64 |
| 354 | Training to young farmers | 1064-65 |
| 355 | Drug for birth control | 1065 |
| 356 | Rajasthan canal | 1065 |
| 357 | Health Museum in Delhi | 1065-66 |
| 358 | Multipurpose Higher Secondary School, Kharagpur | 1066 |
| 359 | Kharagpur Railway School | 1067 |
| 360 | Railway Higher Secondary School, Kharagpur | 1067 |
| 361 | Joint Water Supply Scheme for Manmad | 1068 |
| 362 | P. & T. employees | 1068-69 |
| 363 | Integral coach factory, Perambur | 1069-70 |
| 364 | Tonnage imported in Indian and foreign ships | 1070-71 |
| 365 | Death of cattle in Tripura | 1071-72 |
| 366 | Lady Hardinge Medical College, New Delhi | 1072-73 |
| 367 | Lady Hardinge Medical College, New Delhi | 1073 |
| 368 | Lady Hardinge Medical College, New Delhi | 1074 |
| 369 | Lady Hardinge Medical College | 1074-75 |
| 370 | Road Transport Industry | 1075 |
| 371 | Integral Coach Factory | 1076 |
| 372 | Flood cess in Delhi | 1076-77 |
| 373 | Power units at Bhakra | 1077 |
| 374 | Class IV employees in I.A.R.I. | 1077-78 |
| 375 | Doubling of Shoranoor-cochin Railway | 1078 |
| 376 | Sugarcane price | 1078-79 |
| 377 | Mahoba station | 1079 |
| 378 | Doubling of track between Garhi Harsaru and Khalipur | 1079-80 |
| 379 | Resettlement of landless workers | 1080 |
| 380 | P. &. T. building in Tripura | 1080-81 |
| 381 | Flood control in Eastern regions | 1081 |
| 382 | Birdges on W. Railway | 1081 |
| 383 | Doubling of line between Ratlam and Nayda stations | 1082 |
| 384 | Import of American millets | 1082-83 |
| 385 | Integrated Medical courses in Delhi | 1083 |
| 386 | Intermediate Ports Development Committee | 1083-84 |
| 387 | Railway Police at stations | 1084-85 |
| 388 | Sub-oil water in Delhi | 1085 |
| 389 | Assam Rail link | 1085-86 |
| 390 | Hogenakkal scheme. | 1086 |
| 391 | Power Development Committee of South Zone | 1086-87 |
| 392 | Temporary workmen | 1087-88 |
| 393 | Waltair Railway Junction | 1088-89 |
| 394 | C.H.S. Dispensary for West Patel Nagar | 1089 |

## WRITTEN ANSWERS TO QUESTIONS—*contd.*


| *U.S.Q. No.* | *Subject* | COLUMNS |
|---|---|---|
| 395 | Uniform rate for electricity | 1089 |
| 396 | Jaldhaka project . . | 1810 |
| 397 | Indian ships involved in Cyclone . . . | 1890 |
| 398 | Night Air Mail Service to Nagpur. . . . | 1090–91 |
| 399 | Appeals preferred by Railway employees. . | 1091 |
| 400 | Medical Colleges outside Delhi . . . . | 1091–92 |
| 401 | Cattle fairs | 1092 |

PAPERS LAID ON THE TABLE . . . . 1093

(1) A copy of Notification No. H(T) 14-787/58 published in Himachal Pradesh Administration Gazette dated the 30th July, 1960, making certain amendment to the Punjab Motor Vehicles Rules, 1940 as applied to Himachal Pradesh, under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939.

(2) A copy of Notification No. G.S.R. 1270 dated the 29th October, 1960 issued under Section 3 of the Agricultural Produce (Development and Warehousing Corporations Act,) 1956.

EXTENSION OF TIME FOR PRESENTATION OF REPORT OF JOINT COMMITTEE . . 1094

Time for presentation of Report of Joint Committee on the Religious Trusts Bill was extended up to 28th February, 1961.


COLUMNS


BILLS INTRODUCED 1095—1104

(1) The Preventive Detention (Continuance) Bill. On the motion for leave to introduce the Bill, the Lok Sabha divided, Ayes, 175 ; Noes 58. The motion was accordingly adopted and the Bill was introduced.

(2) The Forward Contracts (Regulation) Amendment Bill.

BILL UNDER CONSIDERATION . . . . 1104—66

Further discussion on the motion to consider the Companies (Amendment) Bill, as reported by the Joint Committee continued and concluded. The motion was adopted.

REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS ADOPTED . . 1167

Seventy-first Reoport was adopted.

PRIVATE MEMBER'S RESOLUTION WITHDRAWN 1167—1212

Further discussion on the Resolution *re.* Target of Shipping concluded and the Resolution was withdrawn by leave of Lok Sabha.

PRIVATE MEMBER'S RESOLUTION UNDER DISCUSSION . . . 1212

Shri T. B. Vittal Rao moved the Resolution *re.* Nationalisation of General Insurance. The discussion was concluded.

AGENDA FOR MONDAY, NOVEMBER 21, 1960/ KARTIKA 30, 1882 (SAKA)—

Consideration and passing of the Mahandra Pratab Singh Estate (Repeal) Bill, and discussion on the Annual Report of the Indian Refineries Limited..


GMGIPND—LS II—1297 (Ai) LSD—25-11-60—901